

Hongkong Daily Press.

ESTABLISHED 1857

GENUINE
1865
BRANDY.
\$42.00 PER DOZ.
H. PRICE & CO.
12, QUEEN'S ROAD.

13,503 號叁零百伍千叁萬第 日秋初月伍年柒十二緒光 HONGKONG, MONDAY, JUNE 24TH, 1901. 壹年禮 號肆十式月陸年壹零百九千壹英港香 PRICE, \$2 1/2 PER MONTH

WATSON'S
"B"
SUPERIOR VERY OLD
COGNAC
BRANDY.

A. S. WATSON & CO.
LIMITED,
THE HONGKONG DISPENSARY.

CUTLER PALMER AND CO.
WINE SHIPPERS SINCE 1815,
Who have consigned their Brands to Hongkong
for over half a century
Apply to G. C. ANDERSON,
Hongkong, 13, Praya Central.

JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.

This World-renowned
Fine Old Highland Whisky,
Sole Shippers—CUTLER, PALMER & CO.,
is obtainable in Hongkong of their Agents,
SIEMSEN & CO.
Hongkong, 1st January, 1901.

CUTLER, PALMER
& CO.'S
PRICE \$10.75 PER DOZEN
NET

Blend
of Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSEN & CO. Hongkong.

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.
TIME TABLE.

WEEK DAYS.
7.30 a.m. to 8.00 a.m. ... Every 10 minutes.
8.00 a.m. to 8.30 a.m. ... Every 10 minutes.
8.30 a.m. to 9.00 a.m. ... Every 10 minutes.
9.00 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 10.00 a.m. ... Every 10 minutes.
10.00 a.m. to 10.30 a.m. ... Every 10 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m. to 11.30 a.m. ... Every 10 minutes.
11.30 a.m. to 12.00 p.m. ... Every 10 minutes.
12.00 p.m. to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 1.30 p.m. ... Every 10 minutes.
1.30 p.m. to 2.00 p.m. ... Every 10 minutes.
2.00 p.m. to 2.30 p.m. ... Every 10 minutes.
2.30 p.m. to 3.00 p.m. ... Every 10 minutes.
3.00 p.m. to 3.30 p.m. ... Every 10 minutes.
3.30 p.m. to 4.00 p.m. ... Every 10 minutes.
4.00 p.m. to 4.30 p.m. ... Every 10 minutes.
4.30 p.m. to 5.00 p.m. ... Every 10 minutes.
5.00 p.m. to 5.30 p.m. ... Every 10 minutes.
5.30 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 6.30 p.m. ... Every 10 minutes.
6.30 p.m. to 7.00 p.m. ... Every 10 minutes.
7.00 p.m. to 7.30 p.m. ... Every 10 minutes.
NIGHT CARS.
8.45 p.m. to 9 p.m., 9.45 to 11.15 p.m., very 1 hour.
SUNDAYS.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 15 minutes.
9.30 a.m. to 10.00 a.m. ... Every 15 minutes.
10.00 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 11.30 a.m. ... Every 15 minutes.
11.30 a.m. to 12.00 p.m. ... Every 15 minutes.
12.00 p.m. to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 1.30 p.m. ... Every 15 minutes.
1.30 p.m. to 2.00 p.m. ... Every 15 minutes.
2.00 p.m. to 2.30 p.m. ... Every 15 minutes.
2.30 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.
3.30 p.m. to 4.00 p.m. ... Every 15 minutes.
4.00 p.m. to 4.30 p.m. ... Every 15 minutes.
4.30 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 5.30 p.m. ... Every 15 minutes.
5.30 p.m. to 6.00 p.m. ... Every 15 minutes.
6.00 p.m. to 6.30 p.m. ... Every 15 minutes.
6.30 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 7.30 p.m. ... Every 15 minutes.
NIGHT CARS.
8.45 p.m. to 9 p.m., 9.45 to 11.15 p.m., very 1 hour.

Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
pany's Office, 88 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1901.

VICTORIA
CYCLE
EMPORIUM.

THE pleasure of cycling consists in having
a first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOL" CYCLES,
and we also supply fittings of every description.
Bargains can be had in second hand Machines.
Repairs executed with promptitude and skill.
Enamelling a specialty.

MCKIBBY & CO.,
43 & 43A, QUEEN'S ROAD EAST.
Hongkong, 4th April, 1901.

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.
\$5.50 per Cask of 375 lbs. net or Factory.
\$3.30 per Bag of 250 lbs.
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 1st June, 1901.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED
is now prepared to receive perishable pro-
visions for Cold Storage at East Point at
Moderate Rates.
WM. PARLANE,
Manager.
Hongkong, 17th February, 1899.

PHOTO-
GRAPHIC
PLATES, PAPERS
AND CHEMICALS.
EASTMAN'S KODAKS, FILMS AND ACCESSORIES.
DEVELOPING AND PRINTING UNDERTAKEN.
A. CHEE & CO., 17A, QUEEN'S ROAD, HONGKONG.

THE VICTORIA DISPENSARY
HONGKONG.
AERATED WATERS.

SIMPLE AERATED WATER. SODA WATER.
LEMONADE. GINGER ALE.
SARSAPARILLA. RASPBERRYADE.
TONIC WATER. LEMON SQUASH.
SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

SPECIALITIES
AYALA CHAMPAGNE, EXTRA QUALITY.
This is one of the most Popular Brands in London. Supplied to ALL the principal
Clubs and Hotels. 2 Doz. Pints. \$42.00 1 Doz. Quarts. \$40.00
PRICE...
ROUSSILLON CHAMPAGNE, RESERVE CUVÉE.
The Favourite Brand in NAVAL and MILITARY Messes. 2 Doz. Pints. \$36.00 1 Doz. Quarts. \$35.00
PRICE...
Special Rates to Messes.
"DRY ROYAL" SAUMUR.
A most delicious Sparkling wine and extremely moderate in price. 2 Doz. Pints. \$23.00 1 Doz. Quarts. \$21.00
PRICE...
BUCHANAN'S WHISKY, "BLACK & WHITE" HOUSE OF COMMONS.
This splendid and well-known Whisky has one of the Largest Sales in England and the
Colonies. It is wonderfully MELLOW and WELL MATURED.
PRICE—Per Doz. \$15.00. Special Rates to the Trade.

SOLE AGENTS for above—**LANE, CRAWFORD & CO.**
CUTLER, PALMER & CO.
ESTABLISHED IN LONDON IN 1815.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned—
SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT
\$22.50 PER DOZ. \$20 PER DOZ.
Distinguished by 4 Stars on the label. This fine Wine is old, soft, and of grand flavour.
See analysis and certificate by Professor Cassell.
DOURO PORT.
\$14.25 PER DOZ.
A fine, full, and fruity wine.
AMOROSO SHERRY.
\$20 PER DOZ.
LA TORRE SHERRY.
\$16.75 PER DOZ.
A natural and most pleasant wine to the taste.
BENEDICTINE LIQUEUR—
D.O.M.,
\$39.75 PER DOZ.
Very soft, palatable, and mature.
EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE.
AGENTS—**SIEMSEN & CO., HONGKONG.**

THE ELITE OF WHISKY:—
THE "PALL MALL,"
\$20 PER DOZ.
11 Years old; the finest quality shipped.
Each bottle bears an Analyst's certificate.
C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,
\$10.75 PER DOZ.
Very soft, palatable, and mature.
EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE.
AGENTS—**SIEMSEN & CO., HONGKONG.**

ANOTHER FINE COGNAC, \$16.75 per doz.
Less old than the above.

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AGENTS—**SIEMSEN & CO., HONGKONG.**

COTTAM & CO.
HONGKONG HOTEL BUILDINGS.
CELLULAR CLOTHING. LIGHT, DURABLE, and COOL.
A FULL STOCK OF
TENNIS SHIRTS, DAY SHIRTS and SINGLET.

PILSENER BEER
LONG BOTTLE - \$13.00 \$13.00
MÜNCHENER BEER 14.00 14.00

Apply to—
G. GIRAULT.

KELLY & WALSH, LD.
NEW BOOKS.

THE "ILLUSTRATED LONDON
NEWS" RECORD OF THE GLO-
RIOUS REIGN OF QUEEN
VICTORIA, 1837-1901, the LIFE
and ACCESSION OF KING ED-
WARD VII. and the LIFE of
QUEEN ALEXANDRA: with 14
INDIA PROOF and OTHER PHOTO-
GRAVURES from PICTURES, by
WELL-KNOWN ARTISTS. ... \$2.00
The STATESMAN'S YEAR BOOK
for 1901. ... \$6.50
Small Boat Sailing, an Explanation of
the Management of Small Yachts,
&c., by E. F. Knight. ... 3.00
The Elements of Machine Design, Part
I, by U. C. Unwin. ... 4.00
HER ROYAL HIGHNESS WOMAN,
by Max O'Reil. ... 2.25
The Training of the Body for Games,
Athletics and for Health, Growth
and Development, by F. A. Schmidt,
M.D., and E. H. Miles. ... 4.50
The Chinese Crisis from Within, by
Wen Ching. ... 2.25
BLUE BOOK, No. 5: FURTHER
DISTURBANCES IN CHINA. ... 1.00

REMINGTON TYPEWRITERS
WITH ALL REQUISITES.
SIEMSEN & CO.
SOLE AGENTS.

UNITED ASBESTOS ORIENTAL
AGENCY (LIMITED).
SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE
UNITED ASBESTOS COMPANY, LTD., LONDON.

CONTRACTORS TO H. M. GOVERNMENT.
MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c.,
"GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the
best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum or
Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR"
METALLIC BOILER JOINTS as SUPPLIED to H. M. and other FOREIGN NAVIES.
ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used exten-
sively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and
FURNEL PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities.
"CAURIDEAL METAL" Anti-friction Plastic Metal, recognized by engineering experts
to be the best Metal in the Market.
ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.
Chief Superintendent ... THOMAS SKINNER.
Superintendent ... ARCHIBALD RITCHIE.
Superintendent ... DODWELL & CO., LIMITED, General Manager.

W. BREWER & CO.
NEW BOOKS AND NEW EDITIONS EX ENGLISH MAIL.

BRASSEY'S NAVAL ANNUAL. ... \$10.00
Academy Pictures (to be Completed in 5 Parts) ... 3.50
Figaro Salon, 1901, Parts 1 & 2 ... 1.50
Britannia's Bulwarks (Parts 1 & 2 ready) ... 35 c.
Hosie's Manchuria ... 6.50
The Siege of Kunming ... 10.00
The Citizens' Atlas: Up-to-Date ... 1.50
The Silver Skull, by Crockett ... 1.50
The Clashed Hand, by Gray Boothby ... 1.50
Love Letters of an Englishwoman ... 3.50
Brought to Bay, by Savary ... 1.00
Molesworth's Pocket-Book—Latest ... 2.25
Hoyle's Modernized Book of Games (with Bridge) ... 2.25
Crabbe's Synonyms ... 2.25
Nemo's Nautical Tables ... 9.00

WING CHEONG.
Dealers in
JEWELRY, PEARLS, DIAMONDS,
CURIOUS, JADESTONE ORNAMENTS,
BRONZES and CARVED IVORY WARE,
FINE SILKS and GLASS CLOTHS.
General Exporters of
ANISED and CASSIA OILS,
&c., &c. Stock always on hand.
AN INSPECTION IS RESPECTFULLY SOLICITED.
Note—We beg to announce that we also
Buy all kinds of Curios at Moderate Prices.
1 & 3, D'ARVILLE STREET
(Behind Hongkong Dispensary).
Hongkong, 18th April, 1901.

O. E. WARREN,
BUILDING CONTRACTOR,
No. 25, ABERDEEN STREET.

SANITARY APPLIANCES SUPPLIED
and FIXED. DRAINS, TRAPS,
WASTE PIPES, &c., CLEANSED and
REPAIRED. Sanitary Board Notices receive
prompt attention. Agent for MOSAIC
TILES. Prices on Application.

THE HONGKONG RIFLE ASSOCIATION.
MEMBERS are hereby notified that the
Range is CLOSED at present, and will
not be re-opened before end of this month.
ALEX. MACKENZIE,
Hon. Secretary.
Hongkong, 15th June, 1901.

HING KEE HOTEL.
(ESTABLISHED 1873)
MACAO.
THIS First-class and well-famed establish-
ment is pleasantly situated in the centre
of PRAYA GRANDE, facing south, with a
charming view of the sea on the front. Com-
fortable and well-furnished Bed-rooms.
Cuisine Excellent. Prompt Attendance.
Terms very Moderate.
L. HING KEE, Proprietor.
Telegraphic address "HISKEE" [1919]

INSURANCE
THE STANDARD LIFE OFFICE.
(ESTABLISHED 1825.)
FUNDS ... \$9,500,000.
ONLY THREE BRITISH LIFE OF-
FICES COMPLETED OVER TWO
MILLIONS STERLING OF NEW ASSUR-
ANCES LAST YEAR. THE STAND-
ARDS FIGURES WERE \$2,209,182.
Prospectus, Rates and all Particulars may
be obtained from
DODWELL & CO., Ltd., Agents.
Hongkong, 12th February, 1901. [10—1693]

HONGKONG HOTEL.
A First Class Hotel in every respect.
Elegantly Furnished Reading, Music, and
Smoking Rooms.
Dining Accommodation for 250 persons.
Hydraulic Elevators to every floor.
Cuisine of the best.
Hot and Cold Water throughout.
Wines and Groceries imported specially from
Europe and America.
Electric Lighting in the Billiard Rooms.
Wines, &c., cooled by Refrigerator.
All Hotel Linen washed on the premises by
Machinery.
Bedroom Accommodation—132 rooms.
Fire Extinguishing Mains on every floor.
CHARGES MODERATE. [50]

THE PEAK HOTEL.
City Office: 7, Duddell Street. [905]

HOTEL CRAIGIEBURN.
PUNNETT'S GAP, The PEAK, near the
Tram Terminus.
Tel. 58.
For Terms, apply to the
MANAGER.
Hongkong, 2nd July, 1900. [53]

THE WAVERLEY HOTEL.
ICE HOUSE STREET, HONGKONG.
A
FIRST-CLASS PRIVATE HOTEL.
Handsome Furnished and Exceedingly
Spacious Rooms.
Very MODERATE TERMS to FAMI-
LIES by the DAY or MONTH. [51]

THE CONNAUGHT HOTEL
A FIRST CLASS HOTEL of 45 Bed-
rooms, elegantly furnished.
The Hotel is situated near all the Banks and
Principal Offices in the Colony.
Special Attention paid to the Comfort of
Guests.
Cuisine excellent; under Experienced Man-
agement.
Terms Moderate.
A. FONSECA,
Manager.
Hongkong, 1st December, 1899. [52]

KOWLOON HOTEL.
THIS HOTEL is situated in a quiet
locality, away from the din and distur-
bance of the City, and surrounded by a deligh-
tful Garden, it is an ideal place of Residence.
The building stands on an eminence, giving a
magnificent view of the Harbour and the
City of Victoria. It is within easy access of
the Kowloon Wharves, where the principal
Mail Steamers disembark Passengers, and from
which there is a regular ferry service to Hong-
kong.
Bowling Alleys and Billiards.
The Cuisine is Excellent.
J. W. OSBORNE, J. H. DOWNS,
Proprietors.
Hongkong, 8th September, 1900. [1443]

"BOA VISTA" HOTEL,
MACAO.
THE most healthy place in South China.
Macao is 40 miles West of Hongkong, and
the trip is made each day (Sundays excepted) by
the Steamer "HEUGROSIAN" Capt. W. E.
CLARKE, leaving Hongkong at 2 p.m., or
according to Schedule, and Macao at 7.30 a.m.
Connection made at Macao with Company's
Steamer "San Francisco" from Canton.
Cable Address—"Boavista."
CLARKE & CO.,
Proprietors.
For Terms, apply to
MANAGER.
906a [506a]

NOTICE.
TENDERS are hereby called for the
ERECTION OF BRICK SHOPS at
JESSELTON for the North Borneo
Government, particulars of which may be
seen at the Office of
Messrs. GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 14th February, 1901. [508]

INTIMATION.

A. S. WATSON & CO.,
LIMITED

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS
OF
AERATED WATERS
IN THE FAR EAST.

OUR FACTORIES are constructed with every attention to the best principles that sanitary science can suggest; and our NEW FACTORY at WEST POINT is the LARGEST and BEST EQUIPPED in the FAR EAST.

A PERFECT SYSTEM of FILTRATION is employed, guaranteeing ABSOLUTE PURITY.

The Machinery used is of the latest type.

A STAFF of ENGLISH EXPERTS attend to every detail of the Manufacture.

The Waters produced are of the highest class and excellence; as testified to by the best English makers.

A. S. WATSON & CO.
LIMITED,

THE HONGKONG DISPENSARY,
HONGKONG.

Hongkong, 31st May, 1901.

BIRTH.

On the 18th June, at Nollith, Colombo, the wife of W. S. King of Shanghai, of a son.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 24th June, 1901

It requires no special penetration to see at the present time that Germany is taking her new position in the world very seriously. Whether we read the home or the colonial Press of Germany or listen to the speeches of the Kaiser himself, the burden is invariably the inevitable rise of Germany in the scale of nations. The Emperor WILLIAM declared at Hamburg last week that the future of the country lay upon the waters. Among all who have read the brief report of his speech, residents in the Far East are the least likely to doubt his foresight. Within the past two years we have seen more and more shipping pass under the German flag. Like Mr. PREPONT MORAN the Germans know the advantage of taking over old established business rather than creating new in opposition to that already existing. By the simple process of paying money down, Germany has lately transformed a modest trade in South-Eastern Asia into a most valuable commercial asset. In her possession on the Shantung coast she has established herself firmly in North China. The Yangtze region remains. In the old days (as we may call them now, so remote do they seem) British politicians and writers could talk lightly of the "sphere of influence" secured for their country in the valley of the Yangtze, and they could do so without challenge from Continental critics. Then Germany and Russia had not gained their foothold in China. Now they have, and with the bulk of Europe behind them they can turn attention to Mid-China. They have lost no time in so doing. The German Press in Europe and in the Far East has taken up the cause as a labour of love. We gave last week the gist of an article in our German contemporary in Shanghai, *Der Ostasiatische Lloyd*, in which the situation on the Yangtze, from a German point of view, was fully discussed. Coming as it did just after Admiral Seymour's warning utterances at the China Association dinner on the 10th instant, the purport of the article is not likely to be missed. "The *Ostasiatische Lloyd* writer tells us that the change in the situation is due to the increased respect of the

Powers (and, in particular, of England) for Germany. He thinks that the energetic action of the German troops in Chihli has had an effect—a statement which it is permissible to doubt, for it cannot be made out that Germany did more than other nations, and in some respects her arrangements broke down badly. But it cannot be doubted that the rise of German commerce and sea-power together have very powerfully affected the position of affairs in China. With regard to the Yangtze valley, however, in spite of the fact that our "sphere of influence" used to be glibly talked about, there was never any desire among level-headed statesmen and writers to see this region annexed to the British Empire. It was indeed claimed that if such a catastrophe as the dismemberment of China were to take place, no other Power could be allowed to take over the Yangtze Valley, but all the time such dismemberment was strongly condemned. Now the Powers generally, whether all in sincerity or not cannot be said, have pledged themselves against a partition of China, and there is no longer any question of any one annexing the Yangtze region. The German bluster on the point therefore appears to us merely superfluous. "Germany has gained here now equal rights, which are publicly acknowledged," says the *Ostasiatische Lloyd*. So too have Japan, the United States, any European Power, and they are all equally entitled to assert it if they choose. Equal rights for all commerce is what Great Britain has always insisted on for the Yangtze, as also, with varying success, in the rest of China. It is perhaps the consciousness of Germany's monopoly in the exploitation of Shantung which makes our Shanghai contemporary so uneasy. The German garrison at Shanghai is now pointed to as the guardian of the "Open Door" on the Yangtze, and its maintenance is "a sign of particular political shrewdness on the part of the German Government." The "Open Door" seems to be of the kind which requires four policemen sitting on the doorstep to keep it open. At any rate our northern neighbour is to enjoy for some indefinite time more the doubtful privilege of the Kaiser himself, from Germany, Great Britain, France, and Japan. We do not feel confident that the residents will cordially accept the prospect.

Mr. A. P. Marty is temporarily in charge of the Spanish Consulate at Hongkong.

Dysentery seems very prevalent in the colony this summer, and there are numerous cases of enforced sick-leaves for employees of prominent firms here.

By a regulation made by the Governor in Council on the 17th inst., the number of junks to be licensed was increased from 1,000 to 1,200.

The Rev. G. J. Williams, Union Church, who has been on a six weeks' holiday in Japan, returns to Hongkong in the course of the next few days, and will occupy his pulpit next Sunday.

Mr. G. T. How, manager of the Penang Branch of the Hongkong and Shanghai Bank, having been seriously unwell for some time past, has been ordered home, and is to leave Penang by the next German Mail.

Among the departures by the *Parramatta* on Saturday were Capt. Langhouse, R.A., Commander E. D. Hunt, and Deputy Inspector General Bolster, of the Royal Naval Hospital, who are all bound for London.

A Notice to Mariners was published in the *Gazette* of Saturday that a further attempt would be made on the 23rd or 24th inst. to float the dredger *Canton River*. Operations, however, did not actually commence yesterday.

Hongkong cricketers will be pleased to hear that Mr. T. R. Hubbick, who distinguished himself much here in the past, has been appointed Superintendent of the Public Works Department, British North Borneo and Labuan.

The return of the Hon. J. H. Stewart Lockhart, C.M.G., to his duties as Colonial Secretary is notified in the *Gazette*, as is the resumption by the Hon. T. H. Whitehead of his position as Unofficial Member of the Legislative Council.

Messrs. Erich Georg & Co. say in their Weekly Share List, dated Hongkong, 22nd June:—There is little of interest to mention in our circular of this week, the plague having evidently acted in a depressing manner on business generally, and with the exception of a spurt in Lados, resulting in large lots changing hands, both on time and forward, sellers in most stocks rule the market.

William Klein and Charles Kniracher, two German youngsters, without employment, residing at the Star Coffee House, were taken to the Central Police Station last Saturday noon on the charge of stealing a pair of silk pyjamas from one Mr. Haley, a boarder at the same place. They claimed that the pyjamas were given to them by complainant, amongst a lot of other clothing he gave them a few days ago. They were released after a short detention, as there was not sufficient evidence to ensure a conviction. The inspector in charge justly concluding that possibly the pyjamas were amongst the clothing given to defendants without complainant being aware of it.

A meeting of the Legislative Council will be held to-morrow at 3 p.m.

To-night and to-morrow night, in Wellington Barracks, the R. E. Variety Club will give an entertainment, which is to conclude with a two-act sketch entitled *Check Mate*.

On Saturday the British transports *Uta* and *Narasi* reached Hongkong, the former from Taku, the latter from Odoula.

Four French transports leave Marseilles for Taku this week to take back part of the expeditionary forces.

A collision occurred at Woosung on the 10th inst. between the steamer *Skerryvore* and the barge *Collingrove*, the former outward bound, the other inward. The *Collingrove* was seriously damaged in her bows. The *Skerryvore* was also damaged on her port side.

The *N.C. Daily News* of the 17th inst. says:—The Italian cruiser *Stromboli* which went aground in the river on the 9th inst. about half-a-mile below the Cosmopolitan Dock was towed off on Friday night but unfortunately grounded again. On Saturday morning, however, she was got off successfully, and is now anchored opposite the New Dock.

Judge Taft, President of the Civil Commission in the Philippines has now appointed Supreme Court and District Judges. Among the Supreme Court appointments are four Filipinos or mestizos and three Americans. Don Cayetano Arellano being the Chief Justice. Among the appointments for the District Judgeship are eleven Americans and six Filipinos. The highest salary paid to the District Judges is received by the Judge of Manila, viz., \$5,500 per annum and the lowest to the District Judges of the Calamianes and Cayo Islands group, viz., \$3,000 per annum.

The following paragraph appears in the *Corriere della Sera* (Milan) of the 21st May:—"Mrs. Volpicelli, the wife of our Consul in Hongkong, was decorated with the large silver medal of the Red Cross for her charitable work in China. Mrs. Volpicelli was received by Queen Margaret, who paid her many compliments. Many of our readers will remember that Mrs. Volpicelli left in October last on the Italian transport *Sisyphe* which took home 60 sick and wounded Italian sailors and soldiers, besides two wounded Austrian officers. The silver medal was given for her assiduous nursing and attendance on the patients during the long homeward journey."

Apparently great dissatisfaction is felt among the civil employees in the different government offices in Manila, by the order of the Civil Service Board that all civil employees must pass a civil service examination to prove their fitness to continue in the service. Most of the employees who have been in the same posts for several years, came over from the United States as volunteers to help their country to gain a foothold in the Philippines. While still soldiers they were detailed for duty in the various departments to assist in the re-organisation and to evolve order out of the chaos caused by the war, and after having been honourably discharged from the army continued in the service as civilians. They argue that the best criterion of their fitness to continue in the positions they hold is the efficiency with which they have discharged their duties hitherto.

With reference to the telegram in another column stating that General Cailles, one of the most notorious and irreconcilable insurgent leaders in the Philippines, will surrender to General Sumner, U.S.A., to-day at the Santa Cruz, the agreement to surrender, according to the Manila papers, was signed a week ago by Colonel Julian Infante, well known as a member of the "Hongkong Junta," on behalf of General Cailles. One of the stipulations was that he be given a week's time, to enable him to collect his forces, and choose a town in which to concentrate them. Both requests were granted by the American General, and last Wednesday saw the novel sight (the first time since the outbreak of the insurrection) of an American garrison giving place to an insurgent force. The town where this took place was Pagsanjan, from whence Cailles will march with his men to Santa Cruz, and surrender.

The *Manila Times* of the 18th inst. says: With the re-establishment of peace the desire to acquire an education which will in future years enable the Filipinos to attain their most cherished ideal is daily manifesting itself. *El Comercio* applauds the work of the Women's Peace League in giving practical shape to the idea of establishing an institution where Filipino women might improve their education and make themselves more influential in society and import their knowledge for the benefit of others. A long felt want has recently been supplied by the establishment of an educational institution where Filipino women are given facilities for improving their intellectual faculties and at the same time acquiring a knowledge that will be useful to them in their homes. The dissemination of broader views in the family circle will exert an influence which cannot be underestimated. The Women's Peace League has already given valuable assistance in the work of establishing peace in the islands through the powerful influence which it is able to bring to bear. As a continuation of its good work a more desirable and beneficial field for their laudable endeavours could not be found than that of education. By the establishment of the institution of learning referred to, the Women's Peace League has increased its sphere of usefulness and has doubly justified its existence. These philanthropic acts deserve every encouragement and support, and the members of the feminine league have again manifested that it is the fundamental desire of the society to work for the greatest good of their country and fellow-people.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

SHANGHAI, 23rd June, 7.30 p.m.

FAILURE OF THE OTTOMAN MISSION.

The Turkish Mission left Shanghai yesterday (Saturday), for Nagasaki, thence returning home to Turkey via Siberia. The Mission has effected nothing here.

LONDON, 22nd June, 8.55 p.m.

COUNT VON WALTERSEE'S REWARD.

It is generally believed in Berlin that Field Marshal Count von Waldersee will be created a Prince on account of his services in China.

U.S. REPORTS ON THE CAMPAIGN—JAPAN EULOGISED.

General Adna Chaffee's report to Washington on the campaign in North China contains special reports by subordinate officers on the allied troops. Major Muir describes the Japanese as actuated by intense patriotism, and says that if her armaments and equipment are maintained on a par with her soldiers, Japan must prove a most formidable ally or enemy.

MURDER OF A MINISTER IN JAPAN.

Kobe, 22nd June, 12.35 p.m.

BARON HOSHI TORU ASSASSINATED.

Baron Hoshi Toru, who was Minister of Communications in the Ito Cabinet, has been stabbed to the heart in Tokyo. The assassin, who is a man fifty-one years of age and in a good position, declared after his arrest that he acted for the good of his country.

THE PHILIPPINES GOVERNMENT.

MANILA, 22nd June, 6.10 p.m.

CIVIL RULE AFTER 4th JULY.

A Washington cable states that after the 4th July next, until it is otherwise ordered, Judge Taft will exercise authority in civil affairs in the Philippines under conformity with the instructions given to the Commission in April, 1900, subject to the approval of the Secretary of War.

MILITARY GOVERNOR'S AUTHORITY.

The Military Governor continues to exercise his authority in hostile districts.

GEN. CAILLES SURRENDERS.

General Cailles is to surrender with 600 riflemen at Santa Cruz on Monday, the event being converted into a grand festa.

GENERAL NEWS.

LONDON, 22nd June, 8.55 p.m.

THE WRECK OF THE "ASTORIA."

The Admiralty has instructed the chief naval officer at Aden to afford assistance and protection to the crew and cargo of the *Astoria*.

REUTER'S SERVICE.

LONDON, 19th June.

COLONIAL APPOINTMENTS.

Consequent on the appointment of Sir J. A. Swettenham, K.C.M.G., to the Governorship of British Guiana, the following additional appointments are notified:—

Mr. W. T. Taylor, C.M.G., Auditor-General, Ceylon, becomes Colonial Secretary, Straits Settlements.

Mr. Errol F. Im Thurn, C.M.G., late Government Agent, British Guiana, is appointed Colonial Secretary, Ceylon.

SPLIT IN THE LIBERAL PARTY.

A split has occurred in the Liberal party. The topic, which is likely to be a lasting one, arose mainly through the Imperialists resenting the speech of Sir Henry Campbell-Bannerman at a recent dinner, in which he joined Mr. Morley in attacking the policy of the Government in the conduct of the war in South Africa.

LONDON, 20th June.

PRO-BOER MEETING IN LONDON. Mr. Sauer, one of the Boer peace delegates, addressed a large Pro-Boer meeting in London, at which anti-war resolutions were adopted. Elaborate precautions were taken to maintain order, 800 stewards being present to eject interrupters.

A huge hostile crowd collected outside.

LONDON, 20th June.

PARLIAMENT—THE PREFERENTIAL DUTIES QUESTION.

Sir Michael Hicks-Beach in combating a motion by Mr. J. C. Grant, member for Rugby, in favour of preferential duties for Colonial Sugar, said that such a course would open the door for concessions in favour of other commodities, in which the risk was less to the foreign trade of the country. Sir William Harcourt concurred in these views, and the motion was rejected by 406 votes to 16.

LONDON, 21st June.

MR. ASQUITH AND THE LIBERAL PARTY.

Mr. Asquith, speaking at a dinner of Essex Liberals, demurred to the suggestion that he and his friends were apostates of the Liberal party. He condemned the resolution passed at the Pro-Boer meeting of Wednesday, and protested against its being called a pronouncement of the Liberal party.

LONDON, 21st June.

OBITUARY.

Admiral Sir Anthony Hoskins, G.C.B., has died.

BRITISH MEDITERRANEAN SQUADRON DEFICIENT.

A private letter from Rear-Admiral Lord Charles Beresford, C.B., which has been published, calls attention to the lack of strength, and want of proper organisation in the Mediterranean squadron.

THE PLAGUE.

During the 24 hours ending at noon on Saturday there were reported 17 fresh cases of plague (16 Chinese, one other Asiatic), and 20 deaths (all Chinese).

All Europeans under treatment doing fairly well. John Varcoe, the little boy formerly seen some time ago has been discharged as cured.

An Indian boy named Salomon has also been discharged as cured.

Alcool, an Indian, who was recently picked up in an unconscious condition, died on Friday night.

POLICE PROMENADE CONCERT.

Last Saturday proved a red-letter day for the Hongkong police force, as for the first time in the history of the Colony, the doughty defenders of the law proved that they could also be equally good as entertainers. The occasion was a promenade concert given by the force. First attempts of this nature usually require that a great deal of allowance be made on the score of its being the "first time"; last Saturday's concert, however, required no such indulgence.

The parade-ground looked like a Midsummer Night's Dream with its myriads of Chinese lanterns and flags, the improvised stage was tastefully decorated with flags of all nations; and the whole combined gave an exceedingly pretty effect.

The musical bill of fare was large and varied, and also of the best quality. Not the least of the pleasant features (to some possibly the most pleasant) was the bar, at which drinks of all kinds were dispensed *ad libitum* and free, and if patronage is any criterion to appreciation, that particular generosity on the part of the genial hosts was certainly appreciated. There was no hitch during the whole proceedings, the only mistake being made by the weather clerk, who caused a shower to drive the audience under shelter just before half of the programme had been gone through.

The entertainment opened with an overture by the band of the Royal Welsh Fusiliers, followed by the song, "Fions" by Mr. George, who with his magnificent voice at once became a favourite. A baritone solo by Mr. Parker was well received, as was Mrs. Whitcomb's perfect rendering of "The Amorous Goldfish," and the "Gates of the West." Hongkong's great amateur comedian, Mr. Vignola, gave "Then I understood," and "A Hunting" as an encore, and in the second part, the parody on "Tell me, Mother Darling" with "Poor Thing" as an encore. Needless to say, his songs raised storms of applause. Two instrumental trios—piano, Miss Parker; violin, Messrs. Stringer and Doring—were very well executed. Miss Parker's performance on the piano deserves special mention, as she certainly is an exceptionally talented player. Mrs. Stringer being ill, Sergeant French, R.A., sang "Queen of the World" and "Mona" as an encore. Both songs were well rendered and appreciated. Mrs. Brands was heard to advantage in "The Old Country" and a "Selection." She has a sweet voice, which somewhat suffered by the performance being in the open air. Mr. Richardson as the "Irish Masher" in a song and dance, and again in a clog dance, was very good. Mr. Burgess rendered the patriotic and popular song "What do you think of the Irish now?" exceptionally well, and gave as an encore "In the Middle of the Road," a comic song, and in the second part the "White-wash Party." Messrs. French and Doring's duet was well rendered and deservedly appreciated. It was midnight ere "God Save the King" was reached.

The entertainment proved a grand success in every way, and did great credit to the Committee, composed of Messrs. George, Lander, Baxell, Kerr, Pitt, McSwayed, Devney, Baxell, Brown, Gunn (Hon. Treas.), Withers (Hon. Sec.) and Inspector Hansen (Chairman).

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CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE PLAGUE: A REMEDY FROM BOMBAY.

3rd June.
TO THE EDITOR OF THE "DAILY PRESS."
SIR,—You must little have thought, when publishing on the 21st inst. my first letter on this subject, what a flappy response your journalistic hospitality in the cause of the public weal was going to meet with on the arrival of the English Mail on the same day, which brought Bombay papers, including the *Bombay Gazette* of the 3rd inst., which contains a very interesting and instructive letter from the pen of Professor Gajjar, M.A., B.Sc., the Hindu scientist referred to in my first letter in your paper. It is earnestly to be hoped that this important letter by a scientist who is devoting his time, attention, energy, and money to the investigation and discovery of a panacea against this scourge of scourges, the plague, will not be allowed to go unheeded by the local authorities and the medical profession of the colony, but that full advantage will be taken of the figures and deductions of the author of the letter in question. Dr. Bahadurji, I may state, is the Parsee London M.D., B.Sc., referred to in my first letter.—Yours, etc.,
A BOMBAYITE.

"IODINE PERCHLORIDE" AND PLAGUE.

TO THE EDITOR OF THE HONGKONG GAZETTE.
BOMBAY, 31st May.
SIR,—I subjoin the statement for the month of April last of the Balaio and other Fever cases treated with *Iodine Perchloride* at the undermentioned free stations opened by Sheth Naraji Dwarkadas.

[The statement shows that in the month of April, 81 cases with buboes and 493 cases without buboes (in all, 574 cases) were treated with the above mentioned medicine, out of which 69 patients with buboes and 490 patients without buboes (in all, 559 patients) recovered, and 21 patients with buboes and 3 without buboes died, which gives a proportion of 74.07 per cent. of recoveries of cases with buboes and 99.3 per cent. of recoveries of cases without buboes.]

"During the last 3 months—the epidemic season—in all 1414 patients were treated at the free Stations with *Iodine Perchloride*, out of whom 1,267 recovered and 147 died. True it is that in the great majority of these cases it is impossible to determine with precision the exact number of "germs" or "plague" bacteria. But it must at the same time be remembered that almost all the cases treated had come from localities where plague was most rife, or had been in contact with plague patients. This fact alone will force the public to the irresistible conclusion that the number of plague cases placed under the heading "with buboes," with a view to dissipate all doubts, is very much short of the actual one. Be that as it may, there will be no denying the fact that the results, even as they are shown above, are eminently satisfactory. The germicide in question has now unquestionably established its value by giving a much reduced death-rate in plague epidemics."

"Another factor in connection with the above statement, which goes a great way to enhance the value of this germicide is that almost all the patients that received the treatment were from among the low caste people, who are notorious for their susceptibility to plague and such kindred diseases on account of their scandalously filthy habits and living. The regular administration of the medicine and proper nursing, moreover, could be expected from these ignorant and illiterate persons. In spite of all these adverse circumstances, the action of the germicide in question was marked and quick in lowering the temperature and crippling the further development of the disease, and thus hastening the recovery of those who availed themselves of it in time. I would, on the strength of this successful trial, fairly extensive, commend this *Iodine Perchloride* to the notice of those who are interested in the vexed problem of saving the unfortunate and helpless victims to this fell disease, and entreat them one and all to try this germicide in good earnest in all diseases of septicaemic origin. There was, no doubt, the disposition to cry down this potent curative to the level of much advertised so-called patent medicines; but now happily the sign of correct understanding is distinctly observable, and I have no doubt that, ere long, all doubts and scruples regarding its use would vanish. I have reasons to hope that medical men would not look upon this *Iodine Perchloride*—which is nothing but a well known and stable chemical compound—as in any way a strange drug of unknown and unreliable composition, but would hail it as the true non-poisonous germicide, of which they were in sore need, and which they had all their previous lives accepted this germicide with a satisfying sense of relief, giving up the harmful use either of depressant, diaphoretic and antipyretic remedies, or stimulants such as strychnine, atropine, &c., in poisonous doses."

"Before bringing these few remarks to a close, I embrace this opportunity of publicly expressing my gratitude to my lamented friend Dr. Bahadurji, whose encouragement at the initial stage of the trial was quite an incentive to me for further progress. Another gentleman who most rightly claims my gratitude and that of the public at large is that most estimable Sheth Naraji Dwarkadas, whose keen sympathy for suffering humanity and enlightened interest in the solutions of the great scientific problems of the day led him to voluntarily place at my disposal sufficient funds to carry on my investigations in this direction and to give the benefit of the germicidal treatment to the poor. It will not be too much to say that the present accomplishment would, but for his help, have been almost an impossibility. Allow me therefore to publicly acknowledge with heartfelt gratitude, on behalf of myself and that of the public, the invaluable help rendered by him. I must also thank those medical men and others who kindly assisted me with more or less energy and interest in the trial.—Yours, &c.,
"J. K. GAJJAR."

ROAD-MAKING IN HONGKONG.

TO THE EDITOR OF THE "DAILY PRESS."
SIR,—May I take the liberty to use your valuable columns to draw the attention of the powers that be to the disgracefully slow way they have in this colony of repairing roads?

Queen's Road East has been under repair for some time, and in the last few days not more than 600 yards were finished, and that was very poorly done. "Did this road-repairing not interfere with the traffic and the comfort of the

colony's taxpayers, it would matter little, but the mode of work in vogue here seriously interferes with the traffic. Anyone wishing to go East beyond Arsenal Street has to make a detour along the Praya, as it is impossible for either horse or man, without cruelty to either, to pull a vehicle over the 300 yards of rocks and gravel put down by the coolies, but not crushed into the ground and levelled by the steam-roller. Apparently the coolies put down more stones than the steam-roller is able to crush down during the day, and hence the portion of road impassable becomes longer daily.

Why should this be so? Either the officials in charge of the work are incompetent, or criminally neglectful of the public's comfort and money. In either case they ought to be dismissed, and the right men put in their place. Roads repaired at the rate of speed that Queen's Road East is being repaired at, and even then poorly done, must certainly cost an enormous amount of money, far more than any taxpayer in all Hongkong can be asked to pay.

If the Government does not possess men competent to repair the roads well and quickly, with the least possible expenditure of time and money, let them send some of their amateur road builders to Shanghai, the "Model Settlement" and learn there how it is done.

Thanking you in anticipation—Your, etc.,
A FRIEND OF THE TAXPAYER

POLICE COURT.

Saturday 22nd June.

BEFORE MR. HAZELAND.

IN INSOLVENT CHINESE SERVANT.

Mr. E. M. Bishop, of the Hongkong and Shanghai Bank, charged one Li To Nam, servant of one of the clerks at the bank, with using indecent and threatening language towards him.

Complainant stated that last Wednesday evening, he and three others were engaged in a game of bowls on the lawn opposite the Bank, when one of them called for four drinks. The drinks not appearing, he went up-stairs to the wine-boy and asked him why he had not brought down the drinks ordered. He said he had not time, but had told defendant to do so. When he (complainant) asked defendant why he had not brought down the drinks, the latter flew at him, and said, "This no my work, I no like this work." Defendant told him to tell that to his master. Defendant thereupon said, "I take this time, but I no do again." He then went upstairs to put on his coat, shouting all the time, Defendant said, "I don't fear you, you touch me, I go police." Complainant went out on the lawn again, and a little while after defendant followed with the drinks, and started to taunt complainant, repeating several times, "I no fear you, you touch me, I go police." Complainant having told him to go away, at last he went, using a grossly abusive expression.

His Worship at this stage asked complainant if it was the practice at the junior mess of the bank, that the boy of any clerk when he went on duty was supposed to do whatever told by any member of the mess.

Complainant answered in the affirmative. Witnesses were then called, after which His Worship summing up, said that it was conclusively proved that defendant had made use of indecent and threatening language, and that it was absolutely necessary to make an example of him, to show Hongkong servants that they could not with impunity insult and abuse their masters.

Defendant was to pay a fine of \$15 or to do three weeks' hard labour.

BEFORE MR. KEMP.

ATTEMPTING TO CIRCULATE COUNTERFEIT COIN.

A Chinese was charged by Detective Sergeant Terrett with attempting to circulate counterfeit ten-cent and five-cent pieces.

The defendant when arrested had still six copper ten-cent and one copper five-cent pieces in his possession.

His Worship fined him \$3 for each piece of counterfeit money found on his person, a total of \$21.

TUMULTUOUS JAPANESE LOANERS.

Inspector Collett prosecuted three Japanese loaners, Ship Street runners, with disorderly behaviour and assault.

It appears, that three Chinese males, were out at the race-course, with three children under their charge, when the three accused passed by, the first one striking Inspector Collett's little two-and-a-half year old daughter with a stick. Amah Muk Sze told him he should not do so, whereupon he gave her a blow with the stick upon her back. When Mok Ut, the Inspector Collett's amah remonstrated with him, he assaulted her indecently and threw her on her face. She got up, ran to the police station, and reported the matter. The Inspector and some constables went out after the culprits to arrest them. The latter resisted the officers, especially the defendant, and it was only after a hard struggle that the officers managed to put the accused under lock and key.

His Worship fined first defendant \$10 for disorderly conduct, and \$0 for assault, second defendant \$5 for disorderly conduct, and third defendant \$3 on same charge.

LATEST STEAMER MOVEMENTS.

The steamer *Gymerie*, from Japan, China and Hongkong, arrived in New York on the 20th inst.

The C. P. R. steamer *Athenian* arrived at Kobe on the 21st inst., and left that port to-day for Yokohama.

The Imperial German mail steamer *Sachsen* left Shanghai via Foochow, on Saturday, the 22nd inst., at 5 a.m., and may be expected here to-morrow.

The N. Y. K. steamer *Hatchi Maru* (European Line) left Shinonoseki for this port on the 22nd inst., and is expected to arrive here on the 26th inst.

The P. & O. steamer *Malacca* left Singapore for this port on the 21st inst., at 5 p.m.

The O. S. S. steamer *Polea* left Singapore at noon, on the 22nd inst., and is due in Hongkong on the 27th inst.

Here are extracts from a book auction catalogue issued in America—Grand: "The Heavenly Twins" (not to be had separate). Gray, Maxwell. "The Silence of Dean Maitland" (broken). Haggard, H. R. "She" (nauvoo). Holmes, O. W. "The Autocrat of the Breakfast Table" (plates missing). "How to be Happy Though Married" (rare in this state). Phelps: "The Gates Ajar" (uncopied).

WATER POLO.

The undermentioned matches will be played at the Victoria Recreation Club, Kowloon, commencing each day at 5.30 p.m. start.

Monday, 24th June.

V.R.C. v. H.M.S. "JANUS".
V.R.C.—Goal, F. W. White; backs, A. J. MacKie and E. G. Smith; half-back, C. M. Alves; forwards, F. K. Tata, T. Andrews and H. Rappit.

Tuesday, 25th June.

V.R.C. v. 25TH CO. R.D., E.A.
V.R.C.—Goal, L. E. Lammert; backs, C. E. A. Hanco and A. Laurence; half-back, A. E. Alves; forwards, A. A. Alves and J. H. Hanco.

Wednesday, 26th June.

V.R.C. v. R. V. FUSILIERS.
V.R.C.—Goal, R. Henderson; backs, N. H. Alves and M. Rosa Pereira; half-back, A. Alves; forwards, A. Humphreys, F. Jorge and H. Kennett.

WEIHAIWEI.

Weihaiwei, 10th June.

THE LAUNCH SERVICE, so long maintained partly by private effort and subsidised by Government, has ceased to exist. The proprietor threatened to withdraw his boat when a proposal was made to reduce the subsidy and to limit the number of passengers. He has made good that threat. Government for their own convenience run a launch twice daily, but so far as the convenience of private residents and visitors to this health resort is concerned, the last state of the place is worse than the first. The inconvenience becomes a hardship to private individuals living on the mainland.

Eventually the best of colonial government will almost certainly be in Mahto, to the north of the harbour. At present the commissioner's residence and the naval and military headquarters are all on Likiepung. The cable of the Eastern Extension Telegraph Company also lands on the island. The steamship companies have their offices there. The dweller in Mahto requires the best part of a day, if he wishes to make sure of the meeting some passing vessel. Our local news sheet, *The Weihaiwei Gazette*, reaches subscribers on the other side of the water as the rule, 24 hours after issue on the island. When it is stated that there is not even a cable connecting the island and mainland, the isolation of the civilian living on the latter can be realised. From whatever point the question is viewed the lapse of steam communication across the harbour for those willing to pay a reasonable charge is distinctly a retrograde step in the general development of a port, considering its very great natural advantages, should, with a little nursing, grow into the most important maritime and sea-side resort of North China.

Capital invested in land, and in buildings erected in excellent situations for the convenience of visitors coming here for the summer months, has hitherto secured very little interest. The crisis in the North prevented an influx of visitors last season. This year there is no such obstacle. Surely—if any other reason exists—the prospect of a possible increase of revenue from a colony that is anything but self-supporting should lead to some special offer being made to create easy communication and increase the general attractiveness of the port.

THE STEAMER COMPANIES. But if we have gone from bad to worse as regards means of communication between important parts of the colony, the situation as regards our intercourse with the treaty ports is still more serious. Almost daily steamers flying the British flag pass within eight of this harbour, but leave us severely alone. The companies ask as subsidy a sum that on the face of it seems absurd—\$300 for each ship calling here! It should be borne in mind that a steamer need only turn a few miles from her course, and if passing through with passengers and mails only for this port, need scarcely drop an anchor. As it is, the cargo brought here in the ordinary course of business is sufficient for a steamer from Shanghai to call on the average once a week. But there are no exports, and therefore there is little, if any inducement for steamers to come in on their way to Shanghai. It is the accepted policy of the British Government to leave as much as possible to private enterprise, and to avoid the bolstering up of industries by subsidies. Apart from this, owing to our entanglement in South Africa, funds generally available for the improvement of distant colonies are scarce. Nevertheless the authorities are prepared to subsidise to some extent, but the long-standing difference with companies trading under the protection of the British flag, as to the exact amount of subsidy, is no nearer settlement. Rather than submit to coercion, the expensive and unsatisfactory expedient of sending a gunboat to Chefoo to fetch the mails is very frequently adopted. The cost in coal alone for each trip of a boat, as small even as H.M.S. *Britomart*, cannot be much less than \$150. It is understood that a local firm has offered to run a launch twice a week for a subsidy of \$800 per annum. The offer does not appear to have had a favourable reception. I have it on reliable authority that negotiations have been opened with a Japanese firm, and it is not unlikely that we shall have the trade of the new English colony pass into the hands of outsiders satisfied with a smaller subsidy. We may accept as one of the principles governing commercial life both of private individuals and of corporations, that where Government contracts are concerned the profits should be well above the average. But in this particular case we may well ask, when *capit de corps* and patriotism come in. By their persistent endeavour to coerce Government into offering a subsidy altogether out of proportion to the service rendered, it almost looks as if the British steamer companies will allow business of much potential value to pass out of their hands altogether.—N.C. Daily News.

The following story is from a Tokio paper: Nagoya abounds in udon (macaroni) shops, probably because a better quality of wheat flour is produced in the vicinity of Nagoya and this enables the Nagoya man to make savoury macaroni. We are now told that all these several hundred macaroni shops have become almost deserted by their customers, in consequence of a strange rumour to the effect that owing to the recent advance in the price of dried bonito, used for giving seasoning to the macaroni, the dealers use dried snake as a substitute. This is scarcely credible, but we are told that the truth of it has been established in at least one case. A certain macaroni shop got about a month ago a consignment of 20 to 40 tin cans from Formosa. The cans were old petroleum cans, and the forwarding agent thought it curious that such a consignment should reach a macaroni shop. One can happened to be much battered, and on carefully examining the inside he saw it filled to his astonishment, so the story goes, with dried pieces of really snakes chopped to the length of 3 to 4 inches. The story quickly spread from neighbour to neighbour, till at last it had gone through the whole town. And so all the macaroni shops once crowded with customers are now completely deserted.

CUBA AND CHINESE EXCLUSION.

A Washington telegram, of the 22nd inst. says:—

Steps have been taken by the Treasury Department to have the War Department extend to Cuba the Chinese Exclusion Act, just as the United States immigration regulations were extended to the Island on June 6, 1899. The officials have become alarmed at the rapidly increasing number of Chinese coming through the country in bond from Pacific Coast ports and passing likewise from Canada through the States, with Cuba as their destination. Thousands have embarked from New Orleans and New York city for Havana in the last few months, and once in Cuba there is little to prevent their being smuggled into Florida. The Florida coast is not controlled, and the customs or immigration force large enough in that State to deal with this new condition.

From Plattburg, N. Y., for the week ending May 4th, 111 Chinese passed through the State via New York city, for Havana, with no other purpose, the officials claim, than to thus evade the exclusion act and return to the States through Florida and by the South Atlantic and Gulf coasts. Immigration Inspector Wright at New Orleans has called the attention of Commissioner-General of Immigration Fordwiler to the condition at that port in a letter of May 20th, saying: "I have the honour to call attention to the increased number of Chinese passing through this port in transit from China, via San Francisco, for Havana. There are now fifty-five here who arrived on the night of the 18th, and who will leave for Havana about the 23rd or 24th. I fear their intentions are *bona fide*, and that they have some way or ways by which they will reach the United States clandestinely after their arrival in Havana."

Wright states that from the 14th to the 18th of May 97 Chinese passed through New Orleans for Havana. The steamship companies give bond for their transit through the country. They are taking steps in the Orient, the officials say, to rush large numbers of Chinese through the United States to Cuba before the exclusion act regulations are extended to the island. Commissioner-General Fordwiler, with whom lies also the duty of enforcing the exclusion act since last spring, has no officers for this purpose now in Cuba. Immigration regulations there are enforced by the War Department.

THE LABOUR QUESTION IN HAWAII.

An U. S. official report contains a statement by Professor Stubbs on the labour question on the Hawaii plantations, which is reproduced in the Honolulu papers. Some remarks on Chinese immigration may be quoted:—

There has never existed any treaty or labour convention between the Government of Hawaii and the Empire of China. In early days a limited number of Chinese settled in the islands, intermarried with the natives, and by their industry and economy were generally prosperous. About 750 of them were naturalised under the monarchy. The first importation of Chinese labourers into the country took place in 1852. In 1878 the number of Chinese had risen to 5,916. During the next few years there was a steady influx of Chinese free immigrants, which finally reached alarming proportions. In the spring of 1881 the Hawaiian Government was obliged to send a dispatch to the Governor of Hongkong to stop this invasion. Again, in April, 1883, it was suddenly renewed, and within twenty days five steamers arrived from Hongkong, bringing 2,533 Chinese passengers, followed the next month by 1,100 more, with the news that several thousand more were ready to embark. Accordingly, the Hawaiian Government sent another dispatch to the Governor of Hongkong refusing to admit any further immigration of male Chinese from that port.

Various regulations restricting Chinese immigration were enacted from time to time, until in 1886 the landing of any Chinese passenger without a passport was prohibited. The number of Chinese in the islands had risen to 21,000, and in 1890 it is estimated to be about 27,000, of whom about 6,500 are employed on sugar plantations.

They have reclaimed many useless swamps for the cultivation of rice. Many of them are shopkeepers, market gardeners, laundries and fishermen. They have been truly described as industrious, persevering, frugal, peaceable, and law abiding. Their mercantile credit stands as high as that of any other nationality.

The effect of annexation to the United States will be to put an end to all assisted immigration of Chinese, and to exclude all Chinese labourers. But under the recent treaty between the United States and Japan, there is nothing to limit the free immigration of Japanese, and several companies have been formed to promote it.

The decrease of the aboriginal population has still continued, from 44,88 in 1878 to 40,014 in 1884, 34,426 in 1890 and 31,019 in 1896, the rate of decrease being about 1.5 per cent a year. At the same time the part Hawaiians, the offspring of intermarriages between Hawaiian women and men of other races, have been constantly increasing from 3,420 in 1878 to 4,218 in 1884, 4,136 in 1890, and 8,465 in 1896. All these facts point to the gradual extinction of the full-blooded Hawaiians, and the absorption of the remnant of the race by the European and Asiatic population.

WATER RETURN.

LEVEL AND STORAGE OF WATER IN RESERVOIRS ON THE 1ST JUNE, 1901.

LEVEL.	1900.	1901.
Typhoon	below overflow, below overflow.	
Pokfulam	49 ft. 6 in. 28 ft. 6 in.	
Pokfulam	6 ft. 8 in. 4 ft. 8 in.	
Wongmicheung	14 ft. 5 in. 22 ft. 1 in.	
STORAGE GALLONS.	1900.	1901.
Typhoon	89,450,000	185,640,000
Pokfulam	51,440,000	55,360,000
Wongmicheung	14,280,000	8,475,000
Total	155,170,000	250,475,000

CONSUMPTION OF WATER IN THE CITY OF VICTORIA AND HILL DISTRICT DURING THE MONTH OF MAY.

1900.	1901.
Consumption	98,403,000 106,178,000 gallons
Estimated population	206,060 212,000
Consumption per head per day	15.4 16.1 gallons
Intermittent supply list to 13th.	

CONSUMPTION OF WATER IN KOWLOON PENINSULA DURING THE MONTH OF MAY.

1900.	1901.
Consumption	8,068,148 11,027,000 gallons
Estimated population	28,100 29,300
Consumption per head per day	9.3 12.1 gallons

The Government Analyst reports that the water is of excellent quality.

W. CHATHAM,

Water Authority.

SHEARNEL IN THE WAR.

A very serious defect in the pattern of the shrapnel with which our field batteries are provided—a defect which we do not remember to have seen noticed before in any of the many criticisms of our artillery with which we have been favoured since the present war began—is alleged to exist by a German officer, who served for many months in the Boer forces both in the Orange Free State and in Natal. The ideal shrapnel, it may be explained, should be merely a case containing bullets and a small bursting charge. The explosion of this latter should break up the envelope into small splinters at the distance from the gun for which the fuse is set. The bullets, thus set free, will then continue their flight, at first with the velocity of the shell at the moment of bursting; but being acted upon by the centrifugal force generated by the rotation of the projectile in which they were carried, they do not go forward in a mass, but extend into a cone, known by artillerymen as "the cone of dispersion." The resistance of the air causes them quickly to lose their velocity; the force of gravity draws them earthwards, so that a shower of bullets falls upon a rectangular ground some 200-300 yards in length and 10-30 yards wide in front of the spot where the shell burst, the length of this "shower cone" depending naturally upon the velocity of the shell at the moment of bursting, or in other words upon the range.

From the statements, however, of the German officer referred to above, which are printed in an article by him on the English Artillery in South Africa in the latest number of the *Militär Wochenblatt* it seems that the shell or bursting envelope of the shrapnel of the English field batteries did not thus break up on the explosion, but that the shell burst as a whole, the length of this "shower cone" result of this failure was that the bullets came out of the front end of the shell, which was blown off, in a mass and so did either but little damage, or absolutely none, when, as was generally the case the enemy was behind cover.

Perhaps the most striking of the incidents which the German officer relates in support of his statement occurred during the fighting at Spion Kop, on the 24th of January, 1900. The narrator had been sent forward with thirty Boers to reconnoitre the British position. Suddenly the party came under the fire of a field battery in the Tugela valley, which opened upon them with shrapnel. The first shell went over their heads, and before the English gunners could get the range, the German officer with his men succeeded in reaching a runnel wall, only some 25 feet high, behind which they threw themselves prostrate. Very quickly the battery found the range, but nevertheless the Boers lay prone behind the low cover they had reached for more than an hour, under a continuous fire, with a loss of only one man killed and two slightly wounded. So far as position was concerned, the shell burst admirably, but the envelope failing to break up, the bullets came out in a mass, struck the wall and fell harmlessly to the ground. Going over the scene of action next day, the German officer saw numbers of the shrapnel lying about, but not one of them had burst properly. If this narrative is true, the small amount of damage wrought on many occasions by our artillery can be easily understood.

For the rest it is satisfactory to find that the writer speaks highly of the skill and technical training of the English artillerymen. That our batteries failed to achieve more decisive results he ascribes to the above-described faultiness in the pattern of the shrapnel, and in part to the peculiar formation of the ground, combined with the refusal of the Boers ever to adventure themselves in the open.

RELICS OF MARY QUEEN OF SCOTS.

In his thrilling account of the execution of Mary Queen of Scots, Froide tells how the English authorities at Potheringay took care to burn all the articles which she had worn, in order that no relics should be carried off to work imaginary miracles. "Beads, paternoster, handkerchief, each particle of dress which she touched, 34th century, with the blood on the neck and on the scaffold, was burnt in the hall fire in the presence of the crowd." Apparently, however, some articles escaped the notice either of the authorities or the historian, or else a most notable miracle has been wrought not only by the relics, but upon them, in spite of the precautions by Sir Amyas Paulet and the Earls of Kent and Shrewsbury, there is no lack of relics of the "martyrdom" of Queen Mary. The Howards, for example, are said to preserve the beads which Froide describes as having been destroyed, and, if we are to believe the author of a recently published Spanish pamphlet, the crucifix is at present in the possession of the Queen-Regent of Spain. This crucifix—a gold one—plays a foremost part in the tragedy of Potheringay. It hung from the Queen's neck when she entered the fatal hall, and it was over it, in the remorseless words of Froide, that she prayed "for the Church which she had endeavoured to murder," and that she also "forgave her enemies, whom she had invited Philip not to forget." According to the same authority, the crucifixion, just before doing his office, seized the sacred jewel as a perquisite, but "was instantly ordered to lay it down." The Spanish pamphlet, however, will have it that the crucifix was given by the Queen to Jane Kennedy, one of the women who attended her on the scaffold, and that from her it passed to the Royal Family of France, and was carried into Spain by Elizabeth, daughter of Henry IV., on her marriage with the Spanish King, Philip IV., in 1616. She gave it to the Countess of Becharne, who left it to a convent in Valladolid, by which it was presented to the hands of the late Alfonso XII. "This, of course, is a very good and honourable pedigree, and fanatical Catholics will ask nothing more to confirm their belief in the genuineness of the relic. Yet, although it must be justly comforting to think that the crucifix was saved alike from the executioner and from the bonfire, the circumstances of its present custody cannot be viewed by any true Jacobite without regret. The reigning family in Spain, according to Legitimist almanacs is after all a race of usurpers little better than the Savoyards in Italy, or the Hanoverians in Great Britain. To escape desecration that crucifix ought to be in the hands of Mary III. and IV. in Bavaria.

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Hongkong, 12th June, 1901. [1480]

OUR PARIS LETTER.

Paris, 25th May.

The anniversary of the death of the Com-
mune, May, 1871, which has now lapsed into
an anarchist-socialist fête, passed off in a
drawing-room manner. Formerly it gave quiet
citizens the fits. Now it is a quiet promenade
to the Pere Lachaise Cemetery; the manifestos
being unable to display a red flag, fell back on
red cotton handkerchiefs, while the weaker cox
wore red roses in their corsage, and blood-red
Phrygian caps for head-gear, with orange-
scarlet immortelles. There was neither oration
nor peroration, the police not allowing anyone
to make a stay.

The American Coal Trust is taken very
seriously in France, and is accepted as having
come to stay. A special colliery fleet is to be
provided, and Congress is expected to vote the
necessary bounty, so that the out-put of the
Philadelphia mines can be as cheaply dumped
down in this country as Welsh coals. That
will not displease the French. American coal
is inferior to the product from Wales, but it
will be cheaper. The English coal-owners will
have to combine for self-protection, and are
expected to be already so occupied. In all cases
it will bring the economic crisis to a head.
How long will England continue to fight the
bounty-fed commerce and trade of rival
Governments without any retaliation, or the
adoption of measures of self-defence?

The statement that leprosy is on the increase
in France and that there are no less than
fourteen hundred cases in the St. Louis Hospital of
this city, has come as a great shock. This
institution was originally a leprosy hospital, but
since twenty years the plague has been stamped
out. History reveals terrible doings by the
savage in former years throughout France.
At present the ravages caused by cancer are
startling enough: as many as fifty deaths a week
are reported from the loathsome disease in the
capital alone, without the presence of its dis-
gusting near relative. Doctors assert that
leprosy is certainly gaining ground in both the
Alps and Brittany. The afflicted should be
isolated, and so treated. The question is now
asked:—Could the scourge have been imported
from Hawaii, in the same way as the bubonic
contagion was from Bombay? It is said that
in the American colony the sufferers are not
regarded as curable, but are made as comfortable
as possible until death arrives. Here the doctors
can cure leprosy, if not too far advanced. In
any case it is a very contagious disease, and
the greatest precautions are necessary.

Artists do not appear to be a happy family.
Every artist who can use a brush with ordinary
talent is free to pass in his production to the
examiners for admission to the annual picture
show or Salon. Roughly speaking, of 7,000
sent in to be examined, 5,000 were rejected.
That was a large number of rejections, or
discontented. They plucked up heart of grace,
and formed themselves into a syndicate,
secured promises, and opened a Salon of their
own. But fate followed them from among
their own body also displayed the Old Adam
by condemning many of the exhibits—for all
were free to show who chose to do so—as not be-
ing worthy of any compliment. The consequence
was that the nominated and unjust judges have
had to run for their lives, they were abused and
calumniated until not as much as a clean spot
in their character was visible; the lady-artists
proved the most irritated of the indignant.
No high however are recorded up to the present.

The Tribunal has just decided that a telephone
message or order holds good, until its recep-
tion be cancelled. M. Deichos, an architect, on
the occasion of his marriage, ordered carriages
for all his guests to haste to the wedding. The
job-master took no notice of the order, at a time
too when it was necessary to annihilate time
and space, and make at least two lovers happy.
No carriages came; because he did not receive a
repeat message, so declined to act. He had to
pay damages and costs, while cars conveyed the
bridal party.

M. de Lur Saluces is the only remaining card
which the Orleansists possess, or have to throw
against the Government. He ran away, so
escaped being tried before the late High Court
of Justice for treason-conspiracy. He is
wealthy, and having been declared an outlaw,
his estates and other property have been con-
fiscated. He has now returned to town, and
defies the authorities to arrest him. He will
likely be conducted back unconsciously to the
frontier, where he will have the world before
him from where to choose an abode.
The public takes no interest in him, and no one
will now pardon the bold outlaw.

M. Legrix has taken the anti-smoking crusade
under his wing; though on this occasion he
devotes his thunder-lightning, and big adjectives
to the ladies, who have so audaciously
addicted themselves to cigarettes. He has
discovered that the five o'clock tea institution
is simply a pretext to meet, smoke, and gossip.
He is much surprised that ladies have no special
smoking toilettes; perhaps we are without
measurable distance of that as well. M. Legrix
finds that cigarettes make rapid proselytes.
Literary ladies whiff, and the boulevard has also its
provision of weed that would shake the saint-
ship of an anchorite. There are a few well-
known ladies who patronise the "church-
warden," and others whose weakness is for a
moorclamm. As yet, they do not openly, at
least, patronise cigars. Towards the end
of the Second Empire, M. Decroix, an old
veterinary surgeon, devoted the one-half of
his pension to the founding of a society against
the use of tobacco; he published leaflets, and
gave lectures. He has just died, and there is
great weeping in Israel. He experienced one
great shock in life, the spectacle of a lady-
teacher in the act of smoking before her pupils
in the class-room.

The police made a sweep through the Bois de
Vincennes a few nights ago, in order to clear out
undesirables. They succeeded in arresting fifteen
vagabonds and five women. One of the men was

Vicomte de St. Ruth, aged 40, who had been
reduced to complete misery, after squandering
his large fortune in vice. Though the Vincennes
Forest is a charming spot where to enjoy a picnic
it is not safe after dark.

Although a native of Bordeaux, her father
being an artist of reputation, and her mother a
celebrated teacher of music, Rosa Bonheur
passed her life in her solitary little chateau, or
mansion, at By in the forest of Fontainebleau,
the region in a word sacred to artists. She
studied painting under her father, and on his
death came to Paris to study, and to obtain a
livelihood. At the cost of much suffering and
misery, she achieved success. To commemorate
her residence at By, a memorial bust was erected
to her at Fontainebleau. The donor was the
English picture-dealer, Mr. Gaultier, an
enthusiastic admirer of her talent. The in-
augural ceremony has just taken place, amidst
great local rejoicings. The bust recalls some-
what a combination of the clergyman and the
soldier, the former especially: there is a strong
masculine expression in the features, and
aerobic resolution. Her three greatest works
"Le Labourage Nivernais," "Le Marche aux
Chevaux," and "La Fenaison," were produced
in 1850, 1853, and 1855, when she was between
28 and 33 years of age—in her prime. Her
works have been more admired abroad, especially
by the English, than in France. She had three
brothers and one sister; only one brother, a
sculptor, survives.

Le Figaro has fallen on evil days and is in
great trouble with a contemporary, Le Matin.
The Figaro once held a very powerful and
enviable position; it had a large circulation,
and its subscribers were the wealthiest in the
country. The Dreyfus scandal arrived. Le
Figaro supported the martyr of L'He du Diable,
or Devil's Isle. That was rank blasphemy in the
eyes of the nobility, of the wealthy, as well as
of the army. Subscribers fell away in thousands,
and the paper never had a hold on the masses.
The 19,001 shares which were quoted, as if
bank-notes, at 1,500 francs, dropped down to 497
francs. The Dreyfus Editor was requested not
to write on the subject for one year. A hot
anti-Dreyfusard now followed up the scandal,
but he was unable to whistle back the legions,
the large circulation, and the advertisements.
The suspended editor's twelve months' silence
having expired, by effluxion of time, he has
returned, and supports Dreyfus. The Matin
accuses Le Figaro of having been bought by a
German Trust. Denial and denial. The chief
editors have been removed, and they are to have
a few duels, and a law-suit with the adminis-
tration. Pieces of the Figaro are worth picking
up.

The French, like the other Allies, are waiting
for something to turn up in China. They are
surprised at the vast quantities of up-to-date
guns, rifles and ammunition that have been
looted from the Chinese, which would have been
terrible in the results had the Chinese been
properly trained in how to use them. No one has
found out a solution for the payment of the
indemnity, and territory-snatching is not to be
thought of. It is accepted as a certainty that
neither Empress nor Emperor will return to
Peking, and that the Allies' occupation will not
be largely diminished in that capital.

Respecting the South African War, the
belief is more general that the stamping-out
of the guerilla obstruction will continue a long
time. It is of no use to the Boer cause, but
only increases the bill of costs.

SANITARY BOARD.

OWNERS OF HOUSES situated in the
Western Division of the City of Victoria
who have not had their PREMISES LINE
WASHED and CLEANSED in accordance
with law are reminded that the period during
which this work should be finished ends on the
30th day of June, 1901, and the Sanitary Board
being convinced of the necessity of CLEAN-
LINESS in its efforts to STAMP OUT
PLAGUE, is determined to RIGOROUSLY
PROSECUTE any Owner in default after the
above named date.

By Order of the Board,
G. A. WOODCOCK,
Acting Secretary. [1400]
Hongkong, 1st June, 1901.

Note—The Western Division of the City lies
to the West of Morrison and East Street.

YOBARI AND SORACHI
COALS.

**HOKKAIDO TANKO TETSUDO
KAISHA.**
HOKKAIDO COLLIERY AND RAILWAY CO.)

CAPITAL 12,000,000 YEN. ANNUAL OUT-
PUT 800,000 TONS.

PORTS OF EXPORT—
OTARU and MURORAN.

The celebrated Yubari and Sorachi Coals are
widely known as the best and most econo-
mical Japanese Coals. The Coals can be ob-
tained at Tokyo, Yokohama, Otaru, Maraura,
Shanghai, Hongkong, and other principal ports.
OFFICE: MINAMI IDAMACHI, TOKYO,
JAPAN.

Telegrams: "TANKO" TOKYO.
HUGHES & HOUGH,
Agents for Hongkong. [194]

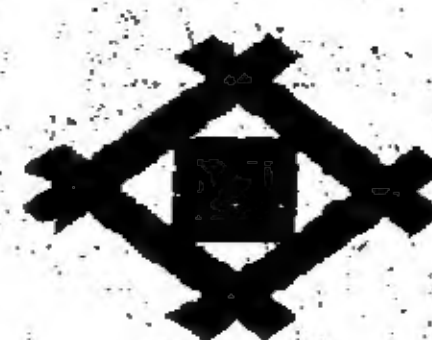
**SINGING, PIANO, MANDOLINE,
AND GUITAR.**

SIGNOR CATTANEO, having returned
to the Colony, has resumed Tuition.
TERMS ... \$10 per Month.
(TWO LESSONS PER WEEK).
Application may be made by intending
Pupils through the ROBINSON PIANO CO.
Hongkong, 22nd April, 1901. [1078-1]

R. J. REMEDIOS,
FOREIGN AND COLONIAL STAMP
DEALER.

No. 37, CAINE ROAD, HONGKONG.
Will be glad to send STAMPS on approval
to any address on receipt of satisfactory refer-
ences.
Is also prepared to purchase used POSTAGE
STAMPS in Large or Small Quantities for Cash.
AGENTS WANTED.
15 to 25 per cent. Discount Allowed. [1395]

JAPAN



COALS

THE MITSUI BUSSAN KAISHA
(OR MITSUI & CO.)

HEAD OFFICE—43, SAKAMOTO-CHO, TOKYO.
LONDON OFFICE—34, LIME STREET, E.C.
HONGKONG OFFICE—6, LOS HOUSE STREET.

BRANCH OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Manila, Amoy, Shanghai,
Hankow, Chongqing, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Kobe, Shimoda, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchino,
tsu, Sasebo, Milke, Hakodate, Taipeh, &c.

Telegraphic Address for all the Offices—"MITSUI."

A.B.C. and A. I. Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Armies and Railway Bureau;
Principal Railway Companies and Industrial Works; Homes and Foreign Mail and
Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa and Yamano Coal Mines; and
SOLE AGENTS for Fukuma, Hokoku, Ishi-mura, Kanda, Kishima, Manasura, Onoura,
Otani, Sonoda, Tsukuburo, Yoshinotani, Yochio, Yumokibara, and other Coal Mines. [1331]

FOR SALE.

FIRST CLASS MATERIAL. STRONGEST CONSTRUCTION.
SAFES
CAN COMPETE AGAINST THE BEST MAKES IN THE WORLD.

FOR PARTICULARS, APPLY TO—

HOTZ, S. JACOB & CO. [813]

A NATURAL MINERAL WATER, BOTTLED

AT

FUNAGOYA SPRING,

CHIKUGO,

JAPAN.

FUNAGOYA TANSAN
S. HASEGAWA & CO.
GENERAL AGENTS,
MOJI, JAPAN.
Apply to—
H. KUSAKABE & CO., HONGKONG. [1253]

HATCH, MANSFIELD & CO.
THE LEADING HOUSE FOR GOOD VINTAGES.

SCOTCH WHISKY.

HATCH, MANSFIELD & CO.
240a. "IRRESISTIBLE"
Navy Blend Fine Mellow Scotch Whisky, guaranteed 10 years old. [8175]

BRANDY.

OTARD, DUPUY & CO.
223. FINE OLD COGNAC, 1890 ... 820.50
230. FINE OLD COGNAC, 1865 ... 65.00
ALL WINES IN STOCK.
For Price List, apply to— [1388]

LINSTEAD & DAVIS, AGENTS.

THEODORO VAFIADIS & CO.

MANUFACTURERS OF

HIGH CLASS
EGYPTIAN CIGARETTES.

FACTORY, CAIRO (EGYPT)
CLOSE TO H.E. NUBAR PASHA'S PALACE.

BRANCHES.

BOMBAY 20, Esplanade Road. RANGOON 72, Merchant Street.
CALCUTTA 4, Dalhousie Square. LONDON 13, Basinghall Street, C.E.

ALWAYS FRESH AND RELIABLE AT THEIR AGENTS

MESSRS. KRUSE & CO.,

HONGKONG.

AMERICAN MACHINERY.

WE HAVE OPENED A MACHINERY
DEPARTMENT, and are prepared
to furnish Prices, &c. on STEAM ENGINES,
GAS and OIL ENGINES, BOILERS,
PUMPS, LATHES, DRILL PRESSES,
PLANERS, PNEUMATIC TOOLS, WOOD
WORKING MACHINERY, HOISTING
MACHINERY, SAW MILLS, MACHI-
NIST'S SMALL TOOLS, BUILDER'S
HARDWARE, &c.
Made in America (U.S.A.).
Prices quoted Loh. New York, or c.i.f.
Hongkong.
REUTER, BROCKELMANN & CO.,
Hongkong.
Hongkong, 3rd December, 1900. [1325]

IMPERIAL BANK OF CHINA.

NOTICE.

WHEREAS certain Deposit Receipts
issued by the IMPERIAL BANK OF
CHINA, in Peking and Tientsin, are alleged by
the holders to have been LOST, the Public
are warned against negotiating or dealing with
any such Deposit Receipts, as the Bank will
recognise only the actual Depositors.
For the IMPERIAL BANK OF CHINA,
A. W. MATTLAND,
Acting Chief Manager.
Hongkong, 30th May, 1901. [1378]

FOR SALE, at the PEAK, several Desirable
Residences. Well Situated, and Let to
Good Tenants.
For Particulars, apply to
R. C. WILCOX,
8, Beaconsfield Arcade.
Hongkong, 22nd May, 1901. [1309]

WO FAT & CO.

SHIP CHANDLERS, SAIL MAKERS,
GENERAL STOREKEEPERS,
No. 11, LEE YUEN STREET, EAST.
Hongkong, 25th July, 1900. [307]

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.
The Company's Steamship

"HYSON"

having arrived from the above port, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature, and to
take immediate delivery of their Goods from
alongside.

JARDINE, MATHESON & CO.,
Agents.
Hongkong, 21st June, 1901. [1561]

NOTICE TO CONSIGNEES.

S.S. "HEATHBURN"
FROM NEW YORK, STRAITS AND
MANILA.

CONSIGNEES of Cargo are hereby in-
formed that all Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company, at
Kowloon, whence and/or from the wharves
delivery may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 1st July, will be
subject to rent.
All Claims against the Steamer must be pre-
sented to the Underwriter on or before the
1st July, or they will not be recognised.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 1st July, at 3 p.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.
Hongkong, 26th June, 1901. [1560]

STEAMSHIP "SALAZIE."

COMPAGNIE DES MESSAGERIES
MARITIMES.

CONSIGNEES of Cargo from London,
ex s.s. *Pai Ho*, in connection with
above Steamer, are hereby informed that their
goods, with the exception of Opium, Treasure
and Valuables, are being landed and stored at
their risks into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
at Kowloon, whence delivery may be obtained
immediately after landing.
Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 2 p.m. TO-DAY, the 16th inst., request-
ing it to be landed here.
Bills of Lading will be countersigned by the
Underwriter, Goods remaining undelivered after
MONDAY, the 24th inst., at NOON, will be
subject to rent and landing charges.
All claims must be sent in to the on or before
the 24th inst., or they will not be recognised.
All damaged packages will be examined on
MONDAY, the 24th inst., at 3 p.m.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, 16th June, 1901. [2]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLAWERS,"
FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby in-
formed that all Goods are being landed at
their risk into the Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, whence and/or from the Wharves delivery
may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods
undelivered after the 25th instant, will be
subject to rent.
All claims against the Steamer must be pre-
sented to the Underwriter on or before the 30th
inst., or they will not be recognised.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 25th instant, at 3 p.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 19th June, 1901. [1559]

NORTHERN PACIFIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "QUEEN ADELAIDE,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI AND
VLADIVOSTOK.

The above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersignature
and to take immediate delivery of their
Goods from alongside.
Cargo heaping the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.
DODWELL & CO., LD.
Agents.
Hongkong, 21st June, 1901. [11]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SUNDA,"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.
This vessel brings on Cargo—
From London, &c., ex s.s. *Oceana* and
Perla.
From Persian Gulf, ex s.s. *B. I. S. N.* and
B. and P. S. N. Co.'s steamers.
Optional Goods will be landed here unless
instructions are given to the contrary before
5 p.m. TO-DAY.
Goods not cleared by the 23rd instant, at
4 p.m., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
All damaged packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Company within ten
days after the vessel's arrival here, after which
no claims will be recognised.
H. A. RITCHIE,
Superintendent.
Hongkong, 21st June, 1901. [1]

NORTHERN PACIFIC
STEAMSHIP CO.PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI,
INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.FOR VICTORIA, B.C., AND TACOMA
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Tons	Captain	Proposed Sailing
DUKE OF FIFE	3,821	J. S. Cox	June 28th
OLYMPIA	2,837	J. Truebridge	July 10th
GLENGOLE	3,750	W. F. Fikes	July 26th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 252.
Excellent accommodation. First-class Table. Doctor and Stewardess carried.
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 448.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. Dining Car is attached to trans-continental trains day and night. Tacoma to New York in 4 days. Magnificent scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA AND TACOMA, 235.
The best route to the Klamath Gold Fields. Frequent sailings from Victoria and Tacoma to DRYA and St. MICHAEL.

Rates of Passage to other Ports on application.
A Special rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to
J. D. DOWELL & CO., LIMITED,
General Agents.

Hongkong, 8th June, 1901.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA
AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

"EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 28th June, 1901.
"EMPEROR OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 17th July, 1901.
"EMPEROR OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 7th Aug., 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey. On making connection at Vancouver with the PACIFIC COAST LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates. Good for 4, 6, 8, and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Government.

The attractive features of this Company's route embrace its PACIFIC STEAMSHIP SERVICE (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.

The Company's Steamers "TAETAR" and "ATHENIAN" have now been placed on the Line between CHINA AND JAPAN PORTS and VANCOUVER, as additional sailings—leaving Hongkong as follows—
"TAETAR" 4,425 Tons. Comdr. G. D. Bowles, R.N.R. About WEDNESDAY, 10th July. In addition to their excellent Saloon Passenger accommodation, these steamers are especially adapted for 3rd CLASS EUROPEAN PASSENGERS, and usually make the run between YOKOHAMA AND VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
Pekler's Street.

IMPERIAL GERMAN MAIL
LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
SACHSEN	HAMBURG (Hamburg-Amerika Linie)	THURSDAY 27th June
KIAUTSCHOU	HAMBURG (Hamburg-Amerika Linie)	THURSDAY 11th July
STUTTGART	HAMBURG (Hamburg-Amerika Linie)	THURSDAY 25th July
KONIG ALBERT	HAMBURG (Hamburg-Amerika Linie)	THURSDAY 8th August
PRINZESS IRENE	HAMBURG (Hamburg-Amerika Linie)	THURSDAY 22nd August
PRINZ HEINRICH	HAMBURG (Hamburg-Amerika Linie)	THURSDAY 5th September
PREUSSEN	HAMBURG (Hamburg-Amerika Linie)	THURSDAY 19th September
HAMBURG	HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 2nd October
SACHSEN	HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 16th October
KIAUTSCHOU	HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 30th October
SACHSEN	HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 13th November
KIAUTSCHOU	HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 27th November
STUTTGART	HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 11th December
KONIG ALBERT	HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 25th December
PRINZESS IRENE	HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 8th Jan., 1902
PRINZ HEINRICH	HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 22nd Jan., 1902
PREUSSEN	HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 5th Feb., 1902
HAMBURG	HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 19th Feb., 1902
SACHSEN	HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 5th March, 1902

ON THURSDAY, the 27th day of June, 1901, at Noon, the Steamship "SACHSEN" of the NORDDEUTSCHER LLOYD, Captain H. Supper, with MAELS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 25th June, Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 26th June, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 25th June.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50.
The Steamer has splendid accommodation, and carries a Doctor and Stewardess.
Liner can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 14th June, 1901.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	PORT	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	MACHAO	Brit. str.	—	J. S. Stevenson	BUTTERFIELD & SWIRE	To-morrow.
LONDON	GLENGARRY	Brit. str.	—	C. C. Talbot, R.N.R.	McGREGOR BROS. & GOW	On 29th inst.
LONDON	JAPAN	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	On or about 29th inst.
LONDON & C. VIA PORTS OF CALL	CRUSAN	Brit. str.	—	J. Rafferty	McGREGOR BROS. & GOW	On 6th July, at Noon.
LONDON & ANTWERP	GLENNER	Brit. str.	—	J. Rafferty	BUTTERFIELD & SWIRE	On 11th July.
LONDON	PROMETHEUS	Brit. str.	—	J. Rafferty	BUTTERFIELD & SWIRE	On 15th July.
LONDON	ALCIBIOUS	Brit. str.	—	J. Rafferty	BUTTERFIELD & SWIRE	On 23rd July.
LIVERPOOL DIRECT	GLAUCOS	Brit. str.	—	J. Rafferty	BUTTERFIELD & SWIRE	On or about 15th July.
BREMEN, VIA PORTS OF CALL	SACHSEN	Ger. str.	—	H. Supper	McGREGOR BROS. & GOW	On 27th inst., at Noon.
MARSEILLES, LONDON & ANTWERP, V. S. PORT, & C.	HITACHI MARU	Jap. str.	—	G. Anderson	NIPPON YUSEN KAISHA	On 28th inst., at Daylight.
MARSEILLES, & C., VIA PORTS OF CALL	SYDNEY	Fren. str.	—	Aubert	MESSAGERIES MARITIMES	On 1st July, at 1 P.M.
HAVRE & HAMBURG	NUNBERG	Ger. str.	—	Mayer	HAMBURG-AMERIKA LINIE	To-morrow.
HAVRE, BREMEN & HAMBURG	SAMBA	Ger. str.	—	Schmidt	HAMBURG-AMERIKA LINIE	On 12th July.
HAVRE & HAMBURG	VIERZBURG	Ger. str.	—	Schneider	HAMBURG-AMERIKA LINIE	On 26th July.
HAVRE & HAMBURG	ACILIA	Ger. str.	—	v. Dohren	McGREGOR BROS. & GOW	On or about 20th inst.
NEW YORK	GLENNARTNEY	Brit. str.	—	Williamson	DODWELL & CO., LIMITED	On 10th July.
NEW YORK VIA PORTS & SUEZ CANAL	LOWTHREE CASTLE	Brit. str.	—	Williamson	JARDINE, MATHESON & CO.	On or about 1st Aug.
NEW YORK VIA SUEZ CANAL	INDRANI	Brit. str.	—	Williamson	SHEWAN, TOMES & CO.	Quick despatch.
NEW YORK VIA SUEZ CANAL	ARABA	Brit. str.	—	Williamson	CANALWAYS & CO.	On 20th inst.
NEW YORK	L. SCHEFF	Brit. str.	—	O. P. Marshall, R.N.R.	CANADIAN PACIFIC R. CO.	On or about 10th July.
VANCOUVER, VIA SHANGHAI, & C.	EMPEROR OF INDIA	Brit. str.	—	G. D. Bowles, R.N.R.	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
VANCOUVER	TARTAR	Jap. str.	—	H. O. H. Cox	DODWELL & CO., LIMITED	On 28th inst.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, & C.	RIJUN MARU	Jap. str.	—	H. O. H. Cox	SHAW, TOMES & CO.	On or about 6th July.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, & C.	DUKE OF FIFE	Brit. str.	—	H. O. H. Cox	O. & O. S. S. Co.	On 27th inst., at Noon.
PORTLAND (OR)	CONTO	Brit. str.	—	H. O. H. Cox	O. & O. S. S. Co.	On 27th inst., at Noon.
SAN FRANCISCO VIA AMOY, SHANGHAI, & C.	AMERICA MARU	Jap. str.	—	St. John George	GIBB, LIVINGSTON & CO.	On 28th inst., at 4 P.M.
SAN FRANCISCO VIA SHANGHAI, & C.	ARIZEL	Brit. str.	—	N. Tate	NIPPON YUSEN KAISHA	On or about 14th July.
AUSTRALIAN PORTS	ROSETTA MARU	Jap. str.	—	N. Tate	BUTTERFIELD & SWIRE	On 29th inst.
AUSTRALIAN PORTS	TAIWAN	Brit. str.	—	N. Tate	SIEMSEN & CO.	To-morrow, at 3 P.M.
YOKOHAMA & KOBE	DAPHNE	Brit. str.	—	Th. Nissen	BUTTERFIELD & SWIRE	To-morrow.
NAGASAKI & VLADIVOSTOK	WHAMPOA	Ger. str.	—	Th. Nissen	EAST ASIATIC TRADING CO., LD.	To-day, at 4 P.M.
SHANGHAI & CHINGKIANG	ELITA NOSSACK	Brit. str.	—	Th. Nissen	P. & O. S. N. Co.	On or about 28th inst.
SHANGHAI & CHINGKIANG	MALACCA	Brit. str.	—	Th. Nissen	MELCHERS & CO.	On or about 5th July.
SHANGHAI & CHINGKIANG	BENAL	Ger. str.	—	Th. Nissen	MELCHERS & CO.	Quick despatch.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	HAVER	Jap. str.	—	Th. Nissen	MIYOSHI BUSSEY KAISHA	On 28th inst.
ANPING, VIA SWATOW & AMOY	MAHARU MARU	Jap. str.	—	Th. Nissen	MIYOSHI BUSSEY KAISHA	On 3rd July, at Daylight.
ANPING, VIA SWATOW & AMOY	ANING MARU	Jap. str.	—	Th. Nissen	MIYOSHI BUSSEY KAISHA	On 30th inst.
TAMU, VIA SWATOW & AMOY	DAIJI MARU	Jap. str.	—	Th. Nissen	DOUGLAS, LAPELLE & CO.	To-morrow, at 10 A.M.
SWATOW, AMOY & TAMU	HAIMUN	Brit. str.	—	Th. Nissen	DOUGLAS, LAPELLE & CO.	To-morrow, at Noon.
HAIPHONG	HAIRLOONG	Brit. str.	—	Th. Nissen	BUTTERFIELD & SWIRE	On 28th inst.
HAIPHONG	CHINGKIANG	Brit. str.	—	Th. Nissen	SHEWAN, TOMES & CO.	To-day, at 5 P.M.
HAIPHONG	PERLA	Brit. str.	—	Th. Nissen	BUTTERFIELD & SWIRE	On 28th inst.
HAIPHONG	SUNGKIANG	Jap. str.	—	Th. Nissen	NIPPON YUSEN KAISHA	On 28th inst., at 4 P.M.
HAIPHONG	ROSETTA MARU	Brit. str.	—	Th. Nissen	SHEWAN, TOMES & CO.	On or about 14th July.
HAIPHONG	DIAMANTE	Brit. str.	—	Th. Nissen	BUTTERFIELD & SWIRE	To-morrow, at 3 P.M.
HAIPHONG	TAIWAN	Brit. str.	—	Th. Nissen	JARDINE, MATHESON & CO.	
HAIPHONG	KUMSANG	Brit. str.	—	Th. Nissen		

SHIPPING.

ARRIVALS.

June 21, EISA, German str., 1,702, Schonwandt, Canton 21st June, Ballast.—JEBSEN & Co.
June 21, HONG WAN I, British str., 2,000, A. Tripp, Singapore 16th June, General.—CHINESE.
June 21, APELBADE, German str., 511, Lorenzen, Haiphong 19th June, General.—JEBSEN & Co.
June 21, GLENARTNEY, British str., 1,967, G. E. Wainwright, R.N.R., Amoy 20th June, General.—McGREGOR BROS. & GOW.
June 22, CRUSAN, British str., 1,428, L. A. Main, Bangkok and Kohuchung 15th June, Rice.—JARDINE, MATHESON & CO.
June 22, PLINTSHIRE, British str., 2,470, J. Dwyer, London 3rd May, General.—SHEWAN, TOMES & CO.
June 22, EMERALDA, British str., 908, J. McGinty, Manila 19th June, General.—SHEWAN, TOMES & CO.
June 22, ULA, French transport, 3,420, T. A. Collins, Taku 16th June.
June 22, NARANI, British transport, 2,870, J. E. Sanghuland, Calcutta 10th June.
June 22, BALOONO, British steamer, 783, H. Bathurst, Haiphong, Pakhoi and Hoihow 21st June, Rice and General.—DOUGLAS LAPELLE & CO.
June 22, HUE, French str., 704, G. Godin, Haiphong, Pakhoi, Hoihow and Kwongchow-wan 21st June, Rice.—A. R. MARY.
June 23, ANPING, British str., 1,158, H. MARY, Shanghai 18th June, General.—CHINESE.
June 23, HAKOI, French str., 750, Merlo, Hoihow 22nd June, Rice.—A. R. MARY.
June 23, HAIMUN, British str., 636, W. J. Davis, Tamsui 20th June, Amoy 21st and Swatow 22nd, General.—DOUGLAS LAPELLE & CO.
June 23, LUISE, German str., 2,084, A. Mens, Narvorsk 19th May, Cement.—ORDEN.
June 23, CHOYANG, British str., 1,194, Harlow, Canton 23rd June, General.—JARDINE, MATHESON & CO.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
21st June.
Daijin Maru, Japanese str., for Swatow.
Mika Maru, Japanese str., for Singapore.
Apenrade, German str., for Haiphong.
Eisa, German str., for Hongkong.
Lyceon, German str., for Shanghai.
Hoihow, French str., for Pakhoi.
Fauang, British str., for Singapore.
Hysan, British str., for Shanghai.
Bentley, British str., for Saigon.
Haitan, British str., for Swatow.
Glenartney, British str., for Manila.

DEPARTURES.

June 22, PARBAMATA, British str., for Europe.
June 22, SUNDI, British str., for Shanghai.
June 22, IALON, British str., for Shanghai.
June 22, LALON KING, British str., for San Francisco.
June 22, HSON, British str., for Shanghai.
June 22, YAWATA MARU, Jap. str., for Japan.
June 22, MIKE MARU, Jap. str., for Bombay.
June 22, LYCEON, Ger. str., for Shanghai.
June 22, EISA, German str., for Hongkong.
June 22, DAIJIN MARU, Jap. str., for Swatow.
June 22, APENRADE, Ger. str., for Haiphong.
June 23, HOIHOW, French str., for Pakhoi.
June 23, HAITAN, British str., for Swatow.
June 23, FAUANG, British str., for Singapore.
June 23, BENLARIO, British str., for Saigon.

VESSELS IN DOCK.

22nd June.
ABERDEEN DOCKS.—Duke of Fife.
KOWLOON DOCK.—U.S.S. Dennington, Buva-side, Union, Iris, Juno, Haitan, St. Enoch, Iamar, Taiwan, Sussex.
COSMOPOLITAN DOCK.—Colonies, Manchen, Simongan.

SHIPPING REPORTS.

The British steamer *Emeralda*, from Manila 18th June, had moderate S.W. wind and sea, fine and clear weather.
The British transport *Narani*, from Calcutta 10th June, had weather to Cocos. From Cocos to port fine weather.
The British steamer *Chunyang*, from Bangkok and Kohuchung 15th June, had fresh to moderate S. and S.W. winds and sea from Cape Varella to port.
The British transport *Ula*, from Taku 16th June, had light to moderate S.E. winds to Shanghai; thence to port strong S.W. winds with heavy sea and southerly swell; thick and hazy weather.
The British steamer *Hairloong*, from Haiphong, Pakhoi and Hoihow 21st June, had strong S.W. and S. wind and clear weather to Pakhoi and Hoihow.
From Hoihow to port moderate S.E. wind and sea and cloudy weather.
The British steamer *Anping*, from Shanghai 18th June, had light easterly wind and fog to

Huichuan. From Heishan to Oukou strong S.W. wind and heavy sea; thence to port moderate southerly wind and fine weather.
The British steamer *Haimun*, from Tamsui 20th June, Amoy 21st and Swatow 22nd, had strong S.W. wind, rough sea and fine weather to Amoy. From Amoy to Swatow light S.W. to Amoy. From Swatow to port fresh S.W. wind, rough sea and fine weather. Vessel in Amoy—Str. *Charterhouse*, *Chengchow* and *Sabine Richmers*. In Swatow—H.M.S. *Hermione*, str. *Tientsin*, *Pakshan* and *Fukien*.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:
CLAVERING, British str.; J. Barker—Dodwell & Co., Ltd.
COMPANIA DE FILIPINA, Amr. str., D. Migue.
Orta—Brandao & Co.
Evis—J. Ray, American barque, Kater.
Sander, Wisler & Co.
RANKA, British str., Arnot—Standard Oil Co.
SEA WITCH, American ship, Howes—Master.

VESSELS ON THE BERTH

FOR SHANGHAI AND CHINGKIANG.

THE Steamship

"ELITA NOSSACK"

Captain Bruha, will be despatched for the above ports TO-DAY, the 24th inst., at 4 P.M.
For Freight, apply to
HAST ASIATIC TRADING CO., LD.,
Agents.
Hongkong, 20th June, 1901. [1549]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"PERLA"

Captain G. T. Blackland, will be despatched as above TO-DAY, the 24th inst., at 5 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.
A Doctor is carried.
For Freight or Passage, apply to
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 19th June, 1901. [1534]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG"

Captain E. J. Butler, will be despatched as above TO-MORROW, the 25th inst., at 3 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 19th June, 1901. [1543]

FOR NAGASAKI AND VLADIVOSTOK.

THE Steamship

"DAPHNE"

Captain Th. Nissen, will be despatched for the above ports TO-MORROW, the 25th inst., at 3 P.M.
This Steamer has superior accommodation for First Class Passengers.
For Freight or Passage, apply to
SIEMSEN & CO.,
Agents.
Hongkong, 19th June, 1901. [1544]

"GLEN" LINE OF STEAMERS.

FOR LONDON.

THE Company's Steamship

"GLENGARRY"

Captain J. S. Stevenson, will be despatched as above on the 28th June.
For Freight or Passage, apply to
McGREGOR BROS. & GOW,
Agents.
Hongkong, 30th May, 1901. [1381]

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR SHANGHAI AND MALACCA.

JAPAN

SHANGHAI AND MALACCA About 28th June Freight or Passage.
JAPAN E. G. Andrews June

LONDON

LONDON JAPAN About 29th June Freight or Passage.
C. C. Talbot, R.N.R. June

SHANGHAI

SHANGHAI BEAGAL About 5th July Freight or Passage.
S. Barcham July

LONDON, & C.

LONDON, & C. CHUSAN Noon, 6th July See Special Advertisement.
C. L. Daniel July

For Further Particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 15th June, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINITE, GENOA, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
NUERNBURG	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 25th June } Freight
SAMBA	HAVRE, BREMEN & HAMBURG (Calling at Singapore and Colombo)	On 12th July

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

OUTWARDS.		
FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL.	"PELEUS"	On 23rd June.
GLASGOW and LIVERPOOL.	"DEUCALION"	On 2nd July.
HOMEWARDS.		
FOR	STEAMERS	TO SAIL
LONDON	"MACHAON"	On 25th June.
LONDON	"PROMETHEUS"	On 15th July.
LONDON	"ALCINOUS"	On 23rd July.
LIVERPOOL DIRECT	"GLAUCUS"	About 15th July.
(Taking Cargo at London Rates)		
S.S. "ION" from GLASGOW and LIVERPOOL, has arrived, and will leave for SHANGHAI and JAPAN on the 22nd inst., a.m.		
For Freight, apply to		
BUTTERFIELD & SWIRE,		
AGENTS O. S. S. Co.		
Hongkong, 17th June, 1901.		

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WHAMPOA"	On 25th June.
LOILO and CEBU.	"CHANGKIANG"	On 28th June.
MANILA	"SUNGKIANG"	On 28th June.
YOKOHAMA and KOBE	"TSINAI"	On 28th June.
MANILA	"TAIWAN"	On or about 14th July.
PORT DARWIN, THURSDAY		
ISLAND, COOKTOWN, TOWN-		
SVILLE, BRISBANE, SYDNEY		
and MELBOURNE.		

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A fully qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th June, 1901.

IMPERIAL GERMAN MAIL LINE.
STEAM FOR SHANGHAI, NAGASAKI,
HIOGO AND YOKOHAMA.
THE Imperial German Mail Steamship

"BAYERN,"
OF THE NORDDEUTSCHER LOYD,
Captain H. Blecker, due here with the outward
German Mail about the 25th inst., will leave
for the above places about 21 hours after arrival.
NORDDEUTSCHER LOYD.
For further Particulars, apply to
MELCHERS & CO.,
Agents.

Hongkong, 22nd June, 1901.

THE OSAKA SHOSHEN KAISHA,
LIMITED.
FOR ANPING (VIA SWATOW AND
AMOI).

THE Company's Steamship

"MAIDZURU MARU,"
Captain K. Suzuki, will be despatched for the
above ports on WEDNESDAY, the 25th
June.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 13th June, 1901.

EASTERN AND AUSTRALIAN STEAM
SHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and QUEEN-
SLAND PORT, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship
"AIRLIE,"
Captain T. John George, will be despatched for
the above ports on THURSDAY, the 27th
inst., at NOON.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—Return Tickets issued by this Com-
pany to and from Australia are available for
return by the steamers of the China Navigation
Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 11th June, 1901.

NIPPON YUSEN KAISHA.
FOR MANILA.

THE Company's Screw Steamship

"ROSETTA MARU,"
3,411 tons gross, Captain N. Tait, will be
despatched for the above port on FRIDAY,
the 28th inst., at 4 p.m.

This Mail Steamer is provided with superior
accommodation and with all modern fittings
and improvements for the safety and comfort
of Passengers. Doctor and Stewardess carried.
Return Tickets issued by this Company are
available for return by steamers of the other
Lines.

A. S. MIHARA,
Manager.

Hongkong, 22nd June, 1901.

PORTLAND AND ASIATIC STEAM
SHIP COMPANY.
Agents for and in connection with
THE OREGON RAILROAD AND NAVI-
GATION COMPANY.

Operating the New First Class Steamships
"INDRAVELLI," "INDRAPURA,"
"KNIGHT COMPANION,"
between HONGKONG and PORTLAND
(OR), calling at SHANGHAI, NAGASAKI,
MOJI, KOBE and YOKOHAMA.

THE Steamship
"INDRAPURA,"
will be despatched for Portland (OR) on or about
the 6th July, 1901.

Through Bills of Lading issued to Pacific
Coast Ports and all Eastern, Canadian and
United States Ports.

For through rates of Freight and further
information, communicate with or apply to
ALLAN CAMERON,
General Agent,
or to
SHEWAN TOMES & CO.,
Hongkong, 22nd June, 1901.

VESSELS ON THE BERTH
U. S. MAIL LINES.PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPETHE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	THURSDAY, 27th June, at Daylight.
"CITY OF PEKING"	SATURDAY, 14th July, at Noon.
"GALIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 31st Aug., at Noon.
"DORIC"	THURSDAY, 15th Aug., at Noon.
"PERU"	SATURDAY, 31st Aug., at Noon.

THE O. & O. S. S. Co.'s Steamship "COPTIC" will be despatched for SAN FRANCISCO
via AMOI, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA
and HONOLULU on THURSDAY, the 27th June, at Daylight, taking Freight for Japan, the
United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities of the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland
Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN
PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of
\$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between
San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of
the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials
located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only)
are granted and will apply only to Missionaries, members of the Naval and Military
Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid
full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and
re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months,
will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original
port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the
United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port
of call for return voyage at any time within twelve months, will be allowed a reduction of ten per
cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to
San Francisco, to Atlantic and Inland Cities of the United States, to Overland Railway, to
Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the
Companies and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages
will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to
address in full, value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold
or over) destined to ports beyond San Francisco in the United States, shall be sent to the
Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is
less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies,
Queen's Building.

Hongkong, 3rd June, 1901.

"GLEN" LINE OF STEAMERS.
FOR NEW YORK.
THE Company's Steamship

"GLENARNEY,"
Captain Warner, will be despatched as above on
or about the 20th June, 1901.

For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.

Hongkong, 18th May, 1901.

COMPAGNIE DES MESSEAGERIES
MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY, MADRAS,
CALCUTTA, DIBOUT, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 1st July, 1901, at
1 p.m., the Company's Steamship
"SYDNEY," Captain Aubert, with Mail,
Passengers, Specie and Cargo, will leave this
port for MARSEILLES via ports of call
WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for Lon-
don as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till Noon.
Cargo will be received on board until 4 p.m.,
Specie and Parcels until 3 p.m. on the 30th
June. (Parcels are not to be sent on board;
they must be left at the Agency's Office.) Con-
tents and Value of Packages are required.

For further particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 18th June, 1901.

THE UNITED STATES AND CHINA
JAPAN STEAMSHIP LINE.
FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"INDRANI"
will be despatched for the above port on or
about 10th July, 1901.

For Freight, apply to
JARDINE, MATHESON & CO.,
Agents.

Hongkong, 14th June, 1901.

FOR NEW YORK
"L. SCHEFF"
will load for the above port, and will have quick
despatch.

For Freight, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 3rd June, 1901.

GEO. ECKLEY,
ACTING AGENT.REGULAR STEAMSHIP SERVICE TO
NEW YORK

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"LOWTHER CASTLE," 30th June.

"HUDSON," About 17th July.

"HEATHBURN,"

"JUPITER,"

"SATSUMA,"

Calling at MANILA.

For Freight and further information, apply to

DODWELL & CO., LTD.,
Agents.

Hongkong, 24th May, 1901.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, CONTINENTAL AND AMERICAN
PORTS.

THE Steamship

"CHUBAN,"

Captain C. L. Daniel, carrying His Majesty's
Mails, will be despatched from this port for Bombay
on SATURDAY, the 6th July, at Noon,
taking passengers and cargo for the above
ports.

Silk and Valuables, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other
cargo for London, &c., will be conveyed via
Bombay with transshipment.

Parcels will be received at this Office until 4
p.m. the day before sailing. The contents and
value of all packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 24th June, 1901.

GLEN LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Company's Steamship

"GLENESK,"

Captain J. Rafferty, will be despatched for
the above ports on the 11th July.

For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.

Hongkong, 18th June, 1901.

SHEWAN TOMES & CO.'S NEW YORK
LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA,"

Captain Williamson, will be despatched for the
above port on or about 11th August, 1901.

For Freight, apply to
SHEWAN TOMES & CO.,
Agents.

Hongkong, 13th June, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STRAM NAVIGATION Co.'s fortnightly
service hence to CALCUTTA. Billings from
CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

HONGKONG.

STEAMERS	DATE
Anping, British str., 1,156, Barlow, June 28,	
Australian, British str., 3,960, Holmes, June 19,	
Burnside, Amer. str., 1,400, Laffin, April 14,	
Choyung, British str., 1,194, Payne, June 18,	
Jardine, Matheson & Co.	
Chungking, British str., 1,419, Muir, June 22,	
Jardine, Matheson & Co.	
Coptic, British str., 2,744, Rinder, June 20,	
O. & O. S. S. Co.	
Devonshire, British str., 2,364, Coull, June 17,	
Standard Oil Co.	
Duke of Fife, British str., 2,416, Cox, June 15,	
Dodwell & Co. Limited	
Empress of India, British str., 3,963, Marshall,	
June 17, C. P. R. Co.	
Emeralda, British str., 963, McGinty, June 22,	
Shewan, Tomes & Co.	
Flathire, British str., 2,476, Dwyer, June 22,	
Shewan, Tomes & Co.	
Glenartney, British str., 1,867, Warner, June 21,	
McGregor Bros. & Gow	
Hailan, French steamer, 377, Merless, June 9,	
A. R. Marty	
Hailong, British str., 783, Bathurst, June 23,	
Douglas Lapraik & Co.	
Heimann, British steamer, 636, Davis, June 23,	
Douglas Lapraik & Co.	
Hanoi, French steamer, 768, Merless, June 23,	
A. R. Marty	
Heathburn, British str., 2,740, Kedge, June 20,	
Dodwell & Co. Ltd.	
Hong Wan I, British str., 2,060, Fripp, June 21,	
Chinese	
Huo, French steamer, 704, Godman, June 23,	
A. R. Marty	
Independent, German str., 871, Holtz, June 19,	
Sander, Wieler & Co.	
Kailong, British str., 1,024, Pennefather, June	
19, Butterfield & Swire	
Kashin, British str., 1,153, Sanderson, June 16,	
Butterfield & Swire	
Kobichang, German str., 1,291, Louss, June 18,	
Butterfield & Swire	
Kamsang, British str., 2,076, Buller, June 18,	
Jardine, Matheson & Co.	
Luis, German str., 2,080, Menzell, June 23,	
Order	
Mausang, British str., 1,643, Welsh, June 21,	
Jardine, Matheson & Co.	
Michael Jensen, Ger. str., 710, Jensen, Jan 21,	
Jensen & Co.	
Manchou, German str., 4,091, Krebs, May 28,	
Melchers & Co.	
Oak Branch, British str., 2,064, Schell, June 12,	
Dodwell & Co. Limited	
Obi, British steamer, 1,931, Pinkham, June 11,	
M. B. Kaisha	
Perla, British str., 1,284, Blaxland, June 20,	
Shewan, Tomes & Co.	
Phra C. C. Kiao, British str., 1,012, Unsworth,	
June 20, Butterfield & Swire	
Queen Adelaide, Brit. str., 1,835, McNair, June	
21, Dodwell & Co. Limited	
Riojan Maru, Jap. str., 2,979, Ohno, June 16,	
Nippon Yusen Kaisha	
Sandakan, Ger. str., 1,374, Brandstetter, June	
6, Melchers & Co.	
Sinaguan, Dutch str., 1,918, Sandman, April 18,	
Chinese	
Taiwan, British str., 1,430, Nelson, June 15,	
Butterfield & Swire	
Trym, Norwegian str., 710, Dale, June 10,	
A. R. Marty	

Celest Barrill, British ship, 1,764, Jeffrey, May

29, Order

Holliwood, Amer. bark, 1,084, Knight, June 14,

Order

M. de Villars, French bark, 1,171, Nagai, May

31, E. A. Trading Co., Limited

Ses. Wich, Amer. ship, 1,172, Howes, Feb. 21,

Master

Sussex, British bark, 1,212, Guthrie, May 17,

Master

His Britannic Majesty's Ships

IN THE CHINA SQUADRON.

Albatross, despatch-boat, 1,700 tons, 10 guns,

3,000 h.p., Comdr. C. G. F. M. Cradock, at

Taku

Albatross, sloop, 1,050 tons, 6 guns, 1,100 h.p.,

Comdr. H. D. Hunt, at Shanghai

Arcturion, cruiser, 4,300 tons, 10 guns, 5,000

h.p., Captain J. Sturtin, Woosung

Argonaut, battleship, 11,000 tons, 16 guns,

Capt. G. H. Cherry, R.N., at Chinkiang

Astraea, cruiser, 4,300 tons, 10 guns, 9,000 h.p.,

Captain C. J. Baker, at Shanghai

Anzora, cruiser, 5,000 tons, 12 guns, 5,500 h.p.,

Capt. E. H. Bayly, C.B., at Woosung

Barbar, battleship, 10,500 tons, 14 guns, 13,000

h.p., Capt. G. S. Wardroper, at Weihaiwei

Blenheim, 1st class cruiser, 4,000 tons, 12 guns,

21,111 h.p., Capt. F. H. Henderson, C.M.G.,

at Woosung

POST OFFICE NOTICES.

Inward parcels by s.s. *Sunda* are now ready for delivery.
The *America* Mail, with the American Mail of the 20th ult., left Yokohama on Tuesday, the 18th inst., at daylight, and may be expected here on or about Tuesday, the 25th inst.
The *Bojara*, with the German Mail of the 27th ult., left Singapore on Thursday, the 20th inst., at 6 p.m., and may be expected here on or about Tuesday, the 25th inst.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Canton	Hongkong	Monday, 24th, 7.30 A.M.
Pakhoi	Hongkong	Monday, 24th, 9.00 A.M.
Macao	Hongkong	Monday, 24th, 1.15 P.M.
Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Seattle	Hongkong	Monday, 24th, 3.00 P.M.
Manila	Hongkong	Monday, 24th, 4.00 P.M.
Shanghai	Hongkong	Monday, 24th, 5.00 P.M.
Swatow	Hongkong	Monday, 24th, 5.00 P.M.
Canton	Hongkong	Tuesday, 25th, 2.00 P.M.
Singapore, Penang, and Calcutta	Hongkong	Tuesday, 25th, 2.00 P.M.
Nagasaki and Vladivostok	Hongkong	Tuesday, 25th, 2.00 P.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, B.C.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO

EUROPE, &c., India via Taticorin.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

Moji and Cebu
Moji, Kobe, Yokohama, Victoria, B.C. and Tacoma

Manila

EUROPE, &c., India via Taticorin.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne

TO-MORROW.
Sals, Furniture, etc., Sales Rooms, Mr. V. I. Remedios, 2.30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

22nd June.
ON LONDON—
Telegraphic Transfer 111 1/2
Bank Bills, on demand 111 1/2
Bank Bills, at 30 days sight 111 1/2
Bank Bills, at 3 months sight 111 1/2
Credits, at 4 months sight 111 1/2
Documentary Bills, 4 months sight 111 1/2

ON PARIS—
Bank Bills, on demand 248
Credits, at 4 months sight 251 1/2

ON GERMANY—
On demand 200 1/2
New York—
Bank Bills, on demand 48
Credits, 60 days sight 49 1/2

ON BOMBAY—
Telegraphic Transfer 147 1/2
Bank, on demand 118 1/2

ON CALCUTTA—
Telegraphic Transfer 147 1/2
Bank, on demand 148 1/2

ON SHANGHAI—
Bank, at sight 72 1/2
Private, 30 days sight 73 1/2

ON YOKOHAMA—
On demand 4 p.m.

ON MANILA—
On demand 2 p.m.

ON SINGAPORE—
On demand 1 p.m.

ON BATAVIA—
On demand 118 1/2

ON HAIKONG—
On demand 21 p.m.

ON SAIGON—
On demand 21 p.m.

ON BANGKOK—
On demand 59 1/2

SOVEREIGNS, Bank's Buying Rate \$10.05
GOLD LEAF, 100 fine, per tael \$52.25
BAR SILVER, per oz. 27 1/2

OPIUM.

Quotations are— Allow's net to 1 catty.
Malwa New \$830 to \$840 per picul.
Malwa Old \$830 to \$840
Malwa Old \$830 to \$840
P. P. P. \$830 to \$840
Persian fine quality \$850 to \$860
Persian extra fine \$850 to \$860
Patna New \$850 to \$860
Patna Old \$850 to \$860
Benares New \$850 to \$860
Benares Old \$850 to \$860

VESSELS EXPECTED.

THE GERMAN MAILS.

The Imperial German mail steamer *Bojara*, carrying the German mails with dates from Berlin of the 27th ult., left Singapore on Thursday, the 20th inst., at 6 p.m., and may be expected here to-morrow, at daylight.
The Imperial German mail steamer *Sackhen* left Shanghai via Poochow, on Saturday, the 22nd inst., at 5 a.m., and may be expected here to-morrow.

THE AMERICAN MAILS.

The T. K. K. steamer *America* Maru, with mails, &c., from San Francisco to the 25th ult., via Honolulu, has arrived at Yokohama, and left for this port on the 18th inst. at 6 a.m. via Inland Sea, Kobe, Nagasaki and Shanghai.
The P. M. steamer *City of Peking*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 6th inst.
The O. & O. steamer *Gaelic*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 14th inst.
The T. K. K. steamer *Hongkong Maru*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 22nd inst.

THE INDIAN MAIL.

The steamer *Catherine* Aker, from Calcutta, left Singapore for this port on the 20th inst., p.m.
The C. P. R. steamer *Empress of Japan* left Vancouver on Tuesday, the 18th inst., a.m., for Hongkong via the usual Japanese ports of call.
The N. P. steamer *Glenesk*, has arrived at Yokohama and sails for Hongkong on the 20th inst.

THE CANADIAN MAIL.

The C. P. R. steamer *Empress of Japan* left Vancouver on Tuesday, the 18th inst., a.m., for Hongkong via the usual Japanese ports of call.
The N. P. steamer *Glenesk*, has arrived at Yokohama and sails for Hongkong on the 20th inst.

JOINT STOCK SHARES.

Hongkong, 22nd June.

COMPANY.

PAID UP.

QUOTATIONS.

Hongkong & S.M.

China & Japan, only

Natl. Bank of China

Do.

Heli's Asbestos E. A.

Campbell, Moore & Co.

China-Borneo Co., Ltd.

China Light and

Power Co., Ltd.

China Sugar

Cigar Companies—

Alhambra, Ltd.

Cotton Mills—

Ewo

International

Luen Kwang

Soychoe

Yahchoe

Hongkong

Dairy Farm

Fenwick & Co., Geo.

Green Island Cement

H. & C. Baker

Hongkong & Gas

Hongkong Electric

H. H. L. Trauway

Hk. Steam Water

Hk. Co., Ltd.

Hongkong Hotel

H. & K. Wharf & G.

Hongkong Rope

H. & W. Dock

Insurance—

Canton

China Fire

China Traders

Hongkong Fire

No. 11 China

Union

Yantai

Land and Building

Hongkong Land

Kowloon Estate

Kowloon Land & B.

West Point Building

Luzon Sugar

Manila Invest. Co., Ltd.

Mining—

Charbonnages

Johannes

Queen's Mines, Ltd.

Olivier Mines, Ltd.

Do.

Panjoon

Do. Preference

Rauks

New Amoy Dock

Oriental Hotel, Ltd.

Philippine Tobacco

Trust Co., Ltd.

Robinson Pann Co., Ltd.

Steamship Coys.—

China and Manila

China Mutual Prof.

China Ordinary

Do.

Douglas Steamship

H. Canton and M.

Indo-China S.N.

Shell Transport and

Trading Co.

Star Ferry

Tobacco Planting Co.

United Asbestos

Do.

Wanchai Warehouse

Watkins, Ltd.

Watson & Co., A. S.

Universal Trading

Co., Ltd.

VERNON & SMYTH, Brokers.

THE WEATHER.

CHINA COAST METEOROLOGICAL

REGISTER, 21st JUNE, P.M.

STATION.	Hour.	Wind.	Force.	Direction.	Bar.	Therm.	Humid.	Wind.	Force.	Direction.
Vladivostok	2 p.	29.67	—	W	—	—	—	—	—	—
Tokyo	—	29.67	—	W	—	—	—	—	—	—
Kobe	—	29.67	—	W	—	—	—	—	—	—
Kagoshima	—	29.67	—	W	—	—	—	—	—	—
Tanuku	1 p.	29.75	—	SW	—	—	—	—	—	—
Taihu	—	29.82	—	SW	—	—	—	—	—	—
Tamau	—	29.87	—	SW	—	—	—	—	—	—
Koshun	—	29.89	—	SW	—	—	—	—	—	—
Pescadore	—	29.85	—	SW	—	—	—	—	—	—
Guttsell	3 p.	29.93	—	SW	—	—	—	—	—	—
Shanghai	—	29.93	—	SW	—	—	—	—	—	—
Swatow	—	29.93	—	SW	—	—	—	—	—	—
Canton	—	29.71	—	SW	—	—	—	—	—	—
Hongkong	4 p.	29.71	—	SW	—	—	—	—	—	—
Victoria Peak	—	29.70	—	SW	—	—	—	—	—	—
Gap Rock	—	29.68	—	SW	—	—	—	—	—	—
Manila	—	29.80	—	SW	—	—	—	—	—	—
Yokohama	—	29.80	—	SW	—	—	—	—	—	—
Batavia	—	29.83	—	SW	—	—	—	—	—	—
Cebu	—	29.84	—	SW	—	—	—	—	—	—
C. S. James	—	29.84	—	SW	—	—	—	—	—	—

22nd JUNE, A.M.

STATION.	Hour.	Wind.	Force.	Direction.	Bar.	Therm.	Humid.	Wind.	Force.	Direction.
Vladivostok	7 a.	29.87	—	SW	—	—	—	—	—	—
Tokyo	10 a.	29.87	—	SW	—	—	—	—	—	—
Kobe	—	29.87	—	SW	—	—	—	—	—	—
Kagoshima	—	29.87	—	SW	—	—	—	—	—	—
Tanuku	—	29.87	—	SW	—	—	—	—	—	—
Taihu	—	29.87	—	SW	—	—	—	—	—	—
Tamau	—	29.87	—	SW	—	—	—	—	—	—
Koshun	—	29.87	—	SW	—	—	—	—	—	—
Pescadore	—	29.87	—	SW	—	—	—	—	—	—
Guttsell	9 a.	29.71	—	SW	—	—	—	—	—	—
Shanghai	—	29.71	—	SW	—	—	—	—	—	—
Swatow	—	29.71	—	SW	—	—	—	—	—	—
Canton	—	29.81	—	SW	—	—	—	—	—	—
Hongkong	10 a.	29.81	—	SW	—	—	—	—	—	—
Victoria Peak	—	29.81	—	SW	—	—	—	—	—	—
Gap Rock	—	29.81	—	SW	—	—	—	—	—	—
Manila	—	29.80	—	SW	—	—	—	—	—	—
Yokohama	—	29.80	—	SW	—	—	—	—	—	—
Batavia	—	29.83	—	SW	—	—	—	—	—	—
Cebu	—	29.84	—	SW	—	—	—	—	—	—
C. S. James	—	29.84	—	SW	—	—	—	—	—	—

On the 22nd at 11.55 a.m. the thermometer has risen on the China coast, the depression being slight, and the wind has shifted to the S.W. The barometer is on the rise, and the S.W. wind is on the increase. Forecast:—Moderate S.W. wind, mostly clear.

VISITORS AT HOTELS.

HONGKONG HOTELS.

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